

KRAUSE TOPS KINGDON ENTRIES

See Page 1

MOTOR RACING

Vol. 1—No. 17



Los Angeles, Calif.

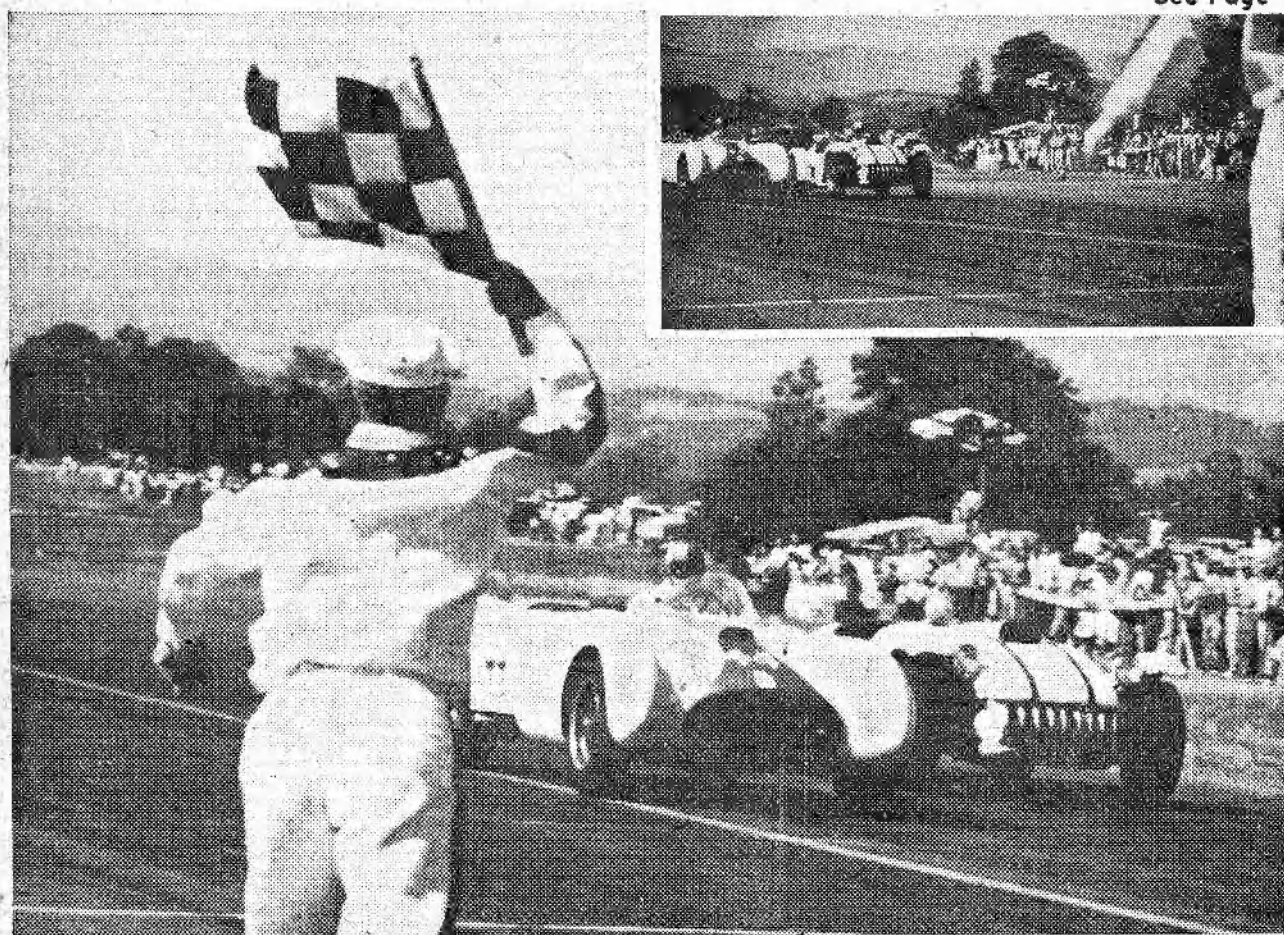
(Published Bi-weekly)

June 1-8, 1956

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SANTA ROSA THRILLER TO BARNESON; WOODS, MILES WIN AT BAKERSFIELD

See Page 1



WHAT A FINISH!—Dramatic windup of the California Grand Prize race at Santa Rosa, May 20 — one of greatest finishes in West Coast sports car racing — shows John Barneson (inside) edging out Lou Brero by half-car length. Brero had led for 24 of the 25 laps in the San Francisco

John Le Baron, Santa Rosa Press Democrat Region SCCA headliner. That's Starter Bob Cooper bringing down the checkered flag. Inset photo, by Ron Ferreira, taken from another angle a split second before, shows Brero's Cad-Kurtis a shade in front of Barneson's big 5498cc, 380hp Chrysler-powered Hagemann Special.

COMPLETE ROAD RACE CHARTS

See Pages 7-8-10

Barneson Wins at Wire From Brero in Santa Rosa Classic

By Gus V. Vignolle

SANTA ROSA, Calif., May 20.—Not since a cold, bleak day early last December in Palm Springs have sports car fans witnessed so thrilling and dramatic a road race finish as was unfolded here today in this beautiful rolling country.

By a little less than a half-car length, 38-year-old John Barneson, Hayward, Calif., car salesman, piloted the 380hp Chrysler-powered Hagemann Special to victory over Lou Brero, the popular Arcata lumberman, behind the wheel of his rugged Cad-Kurtis.

It was a spectacular climax to a corking program of road races tied in with the annual Luther Burbank Rose Festival at nearby Sonoma County Airport before 13,500 spectators who basked in ideal spring weather.

Only the Palm Springs race was narrower than this thriller. That was when Masten Gregory, in a Maserati, nipped the late great Ernie McAfee by 1/500 of a second in the West Coast's top thriller.

RACES FOR CHARITY

The races were co-sponsored for charity by the Highwaymen Sports Car Club and the Santa Rosa Junior Chamber of Commerce and sanctioned by the San Francisco Region of the Sports Car Club of America.

The over-1500cc main event was a heartbreaker for Brero to lose. He had led for 24 of the 25 laps around the 3.1-mile, nine-turn course.

But Brero was caught in traffic on the last turn, and Barneson, who held back for the last two laps for fear of overheating, gave it the gun. Slowly but surely, he drew abreast of the Cad-Kurtis, and there was no daylight between the pair as they got Bob Cooper's checkered flag.

Actually, Brero was boxed just as they came out of the turn. Unwittingly, Rod Carveth's Aston Martin DB3S fled Lou up momentarily. But Brero, one of the noblest sportsmen to come down the pike, said afterward that he had nobody to blame. "I was just outdriven and beaten," he said.

(Continued on Pg. 3, Cols. 1-2)

Krause in Pro Race

A TORRID D-Jaguar spearheads the list of entries for the first Road Racing Register pro sports car races Sunday, June 10, on the 2.1-mile Kingdon Airstrip course located eight miles north of Stockton.

Bill Krause of Compton, a new-

Pearce Woods, main event winner at Bakersfield, and Jerry Austin, both D-Jaguar pilots, were reported entered in this race, according to George Beavis, RRR chief. The drivers, however, told MOTORACING they were not competing, preserving their "amateur" status.

comer to sports car racing, guns the machine in which he surprised insiders by capturing the May 19 feature at Bakersfield. He is a former midget racer.

Lemoine Frey, "Lodi Lightning," is a strong threat, if only because of his familiarity with the strip. He'll gun Chuck Tatum's Mercury Special that's captured Madera, Stockton and other amateur features.

Tatum, also from Lodi, goes for broke with a GMC-powered Austin-Healey in the over 1500cc events, and in a stock MGTF in small-bore races.

BELLESILES RACES

Jacques Bellesiles, who's done remarkably well with his Mercury Special in amateur and pro racing, should find the 3000 ft. back straight and 1800 ft. front straight to his liking.

Joe Lubin wheels an Aston

(Continued on Page 10, Col. 3)

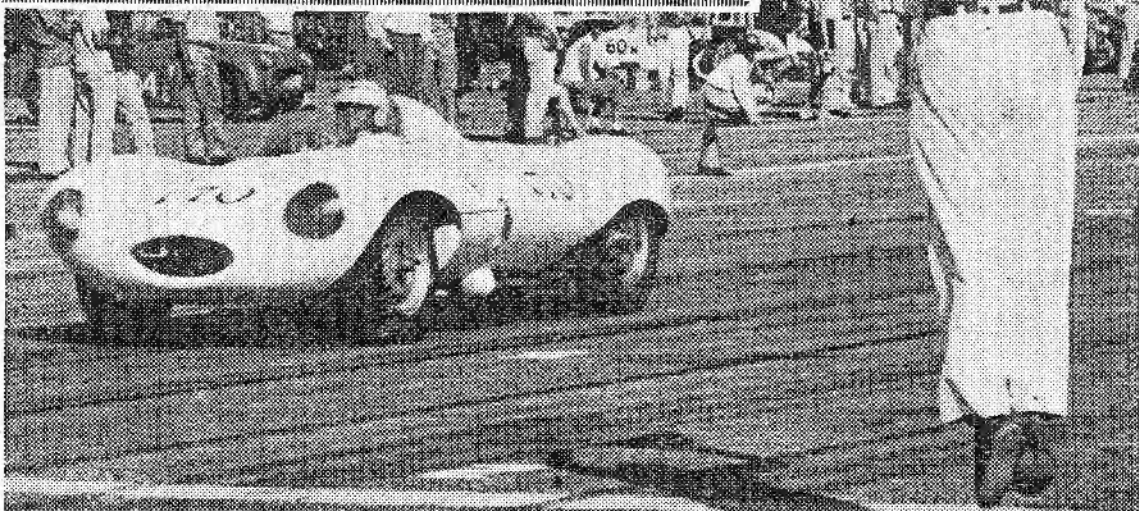
Photographer Hurt at Pomona Course

POMONA, May 22.—The new Pomona Fairgrounds road racing course, due to be inaugurated June 23-24 by the California Sports Car Club, today was the scene of an accident in which a newspaper photographer was injured when struck by a sports car.

The victim was Douglas Wilson, 32, Los Angeles Examiner lensman, who was clipped by a car driven by Dr. Dennis S. Shillom. Wilson's injuries were described as possible fractured ribs and body bruises. He was treated at Pomona Valley Community Hospital.

Wilson was taking photos when the sportster skidded toward his camera position. He was tossed completely over the car on a turn of the two-mile circuit.

The photographer lives in Sun Valley, and Dr. Shillom is from Pomona.



THE WINNAH!—It's Pearce (Pete) Woods, 34-year-old La Habra phenom and father of five, as he bolts his D-Jaguar first across the finish line in Sunday's over-1500cc main event for mod-

fieds at CSCC Bakersfield road races. He won handily—by 38 seconds. Giving him the checkered flag is new starter and ex-pilot, Cy Yedor, who succeeded Al Torres as flag manipulator.

New Mark Sure in Indy 500

(Due to the Memorial Day Holiday MOTORACING went to press ahead of the usual schedule.)

By Maury Powell

THE FASTEST field in history faced Starter Bill Vandewater's green hankie Wednesday, May 30, in the 40th annual Indianapolis Motor Speedway International Sweepstakes.

At this writing, 29 drivers qualified, their combined averages hitting a sizzling 142.896 mph clip. By comparison, last year's starting field of 33 averaged 138.796. There was no reason to believe the average would drop to any degree when the balance of the field was filled through remaining qualification dates May 26-27.

As this observer predicted, the top speed reached a 145 average when flame-thatched Pat Flaherty blistered the bricks for a new record 10-mile average of 145.596. The former Glendale, Calif., lead-foot, now a Chicago resident, tickled the timer for a one-lap standard with a 146.056 in the pink-and-white John Zink Special.

By registering best time for the opening day qualifications, Flaherty earned: \$3,000 in special cash awards; the pole position. (Continued on Page 2, Cols. 1-2)

Woods Bakersfield Victor in D-Jaguar

By Art Loring

BAKERSFIELD, Calif., May 20.—Pearce Woods of La Habra, Calif., 34-year-old father of five, had his D-Jaguar running smoothly for a change as he won the over-1500cc main event in the first running of the California Sports Car Club's Bakersfield road races under a blistering sun near here today.

A baked crowd of 10,000 saw a two-day program of 14 races—reduced by one when the highly-touted Corvette vs. Thunderbird whirl for professional drivers went pffft.

Assisting was the Kern County Sports Car Club with the cooperation of the Long Beach MG Car Club. The airport races were held at Minter Field.

In the first place the original track layout was to be 3.2 miles, but at the last moment Uncle Sam's Civil Aeronautics Authority stepped in and demanded additional runway space for "emergency" aircraft landings. So-o-o the course was revamped to 2.3 miles.

The main event field was wicked with four D-Jags and two Ferraris, not to mention a host of other marques. And then everyone blinked and rubbed their eyes. There they were, by gadfry, Ken Miles and Richie Ginther with their lolling-tongued Spydres, ready to spin some more speed after the under-1500cc feature.

Two Features in Next Issue

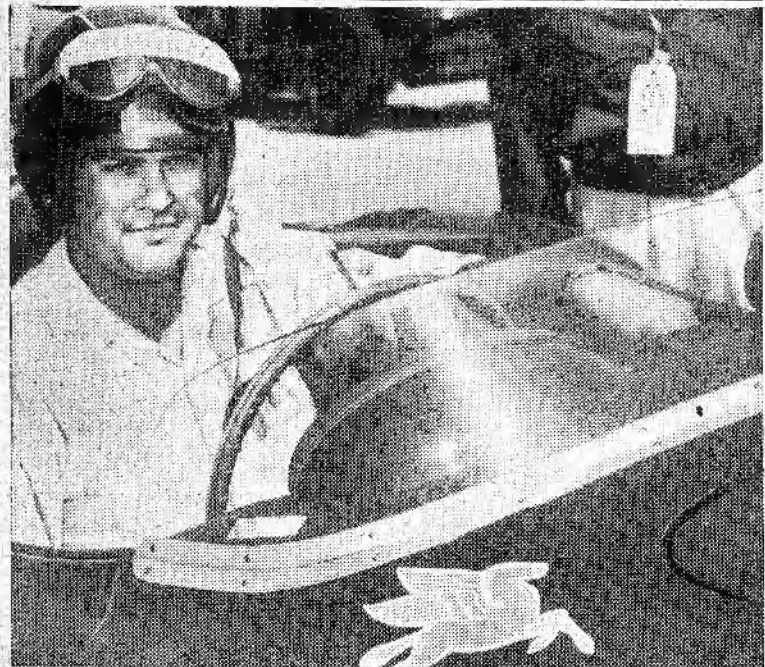
Because of an advanced deadline due to Memorial Day and increased pictorial coverage on the Santa Rosa and Bakersfield races, MOTORACING regrets to omit two serialized features today.

They are the second installment of the "Ernie McAfee Story" and "Challenge of the Century."

They will be resumed, however, in the next issue. Watch for them in MOTORACING.

Off they went—the D-Jag Flying Wedge consisting of Jerry Austin, Bill Krause, Woods and Jack Douglas. Interspersed with them were John Von Neumann with his 3.5 Ferrari, Bill Loudon in a Ferrari Mille Miglia and, of course, Miles and Ginther.

(Continued on Page 5, Cols. 1-2)



CUMBERLAND HERO—Proving the sensation of the day at the SCCA Cumberland, Md., road races while most of the locals were either at Bakersfield or Santa Rosa, was big Jack McAfee, Manhattan Beach. He stole the show in John Edgar's Porsche Spyder (a factory job bought at Sebring). Jack was second to Walt Hansen's D-Jaguar in the over-1500cc feature, after winning the race for E and F modifieds with an average of 67.2-mph, just 8/10 of a second slower than Hansen's speed.

Cars Lock Wheels, Plunge into Crowd

4 Die in Belgium Race Disaster

CHIMAY, BELGIUM, May 20.—Two thundering road racers locked wheels on a curve and plunged into the screaming crowd here today in auto racing's worst spectator disaster since 82 died at Le Mans, France, a year ago.

Police reported at least four persons killed and 21 injured when the racers cracked together, spun out of control at mile-a-minute speed and plunged through hay-bale barriers into the spectators during the first lap of the 150-mile classic.

Both drivers, trying for Belgium's "grand prize of the frontiers," escaped with their lives.

And the race went on, just like the June 11, 1955, disaster at Le Mans.

Charles H. Threlfall of Britain, driving a Bristol, and Switzerland's L. Caillet, in an Italian Maserati, gunned into a curve abreast, locking wheels and went into a long skid.

Caillet's car plunged into the crowd, dragging the Englishman's car with it.

The crowd was particularly dense at the corner which is considered a good vantage point for Chimay races.

Caillet was dragged clear of the burning wreck of his car by some of the fans.

The few small hospitals in the little-populated forest area around Chimay were overcrowded with injured. Surgeons were called in from the nearest big towns of Charleroi and asked to bring their own blood plasma, bandages and surgical instruments with them.



Racing Power-Word

By Maury Powell

NEW INDY SURFACE ADDS SPEED TO ALL ENTRANTS

(Continued from Page 1)

tion on the inside front row among the 33 machines which lined up in 11 neat rows of three abreast; and the Wynn Oil Company's coveted Rex Mays Memorial Watch that annually goes to the pole victor.

Too, Flaherty put his chief mechanic, youthful A. J. Watson of Glendale, Calif., into the honor spot for the Indianapolis Junior Chamber of Commerce's annual "Mechanic of the Year" banquet. Watson, who set up Bob Sweikert's winning mount last year (our story last issue accidentally omitted Sweikert from the list of previous winners entered; he made three along with 1950 Winner Johnnie Parsons and 1952 Winner Troy Ruttman) will pick up a heap of merchandise awards, plus handsome Wynn Oil Company plaques for himself and crew.

Flaherty's mount is new fore and aft and its clean-cut lines that make it one of the most beautiful cars ever to compete in the "500" are a tribute to Gasoline Alley's meticulous marvel—the aforementioned Watson.

A. J. formed the chassis tubing himself and collaborated with Hollywood's noted designer-fabricator, Michael Scott, in creating the lightweight superstructure. Scott estimates the shell weighs but 73 lbs. and the frame 110 lbs. Dry weight of the machine is about 1700 lbs.

FLAHERTY MOUNT LIGHTENED

"We used magnesium alloys in about 75 percent of the shell," Scott revealed. "We also lightened engine mounting plates and various mounting brackets. Where most cars use steel gas tanks, we switched to aluminum for strength and safety, thanks to a new process I discovered for coating the aluminum to resist fuel corrosion," Scott explained.

He indicated that Watson accurately predicted the speedway's revamped surface, smoothed by \$100,000 worth of asphalt applied to almost the entire strip, would necessitate new suspension design. He believes certain new ideas Watson used in positioning the radius rods helped Flaherty's record-breaking ride May 19.

Second hottest qualifier opening day was Jim Rathmann, Miami, also a former Glendale resident, who averaged 145.120 in the Lindsey Hopkins Special. Not far outdone was his brother, Dick, of Trenton, N. J., who surprised insiders by being fourth fastest in the McNamara Special at 144.741. Oddly the Rathmann freres and Flaherty cut their speed teeth at Carrell Speedway, Gardena, Calif., some 10 years ago before joining up with the famed Hurricane outfit in Chicago.

Likeable Pat O'Connor, North Vernon, Ind., was third man at 144.980 in the Ansted-Rotary Special.

Jimmy Bryan, our choice for top Indy laurels and loot, ran into mechanical troubles opening day when his mill refused to fire up. Chief Mechanic Clint Brawner took the Dean Van Lines Special back into the garage for a heart-to-heart talk, and the next day it responded by carrying Bryan to a hot 143.741 that put him into the inside berth of the seventh row. The other Dean entry, assigned to Marshall Teague, will probably remain garaged, it was learned at press time.

Gusts ranging up to 27 mph hampered opening day pilots. Two rookies, Bob Christie of Grant's Pass, Ore., and Jack Turner, Seattle, Wash., spun their mounts. They were unharmed and returned the next day to post qualifying speeds.

NALON TO PILOT NOVI

As MOTORACING goes to press, it appears certain that Dapper Duke Nalon will steer the Novi Special originally set for Jimmie Davies. The latter didn't "feel right" in the car and parted company with Car Owner Lew Welch. Another late development saw the Belmont-Miracle Power Special "scratched" due to poor handling characteristics.

A happy Jean Marcenac, venerable Novi chief mechanic, saw his other entry qualify at 143.546 mph with Paul Russo piloting.

A slight amount of "bumping" was anticipated for the final two days of trials. The "bumping" process occurs after the full field of 33 has been attained. Cars qualifying after that point can eliminate the slowest car in the field by registering a speed surpassing it. However, even if such a car were to clock a better time than, say, the pole winner, it still would only displace the slowest car at that point in the trials.

Shaky drivers were Ray Crawford, Alhambra, slowest first-day qualifier at 140.884 in his own Crawford Special; and Billy Garrett, Burbank, whose 140.559 in the Greenman-Casale Special brought up the second-day rear.

That 29-car field as MOTORACING goes to press:

THE FIELD TO DATE

FIRST ROW—Pat Flaherty, Chicago, John Zink Special, 145.596 m.p.h.; Jim Rathmann, Miami, Hopkins Special, 145.120; Pat O'Connor, North Vernon, Ind., Ansted-Rotary Special, 144.980.

SECOND ROW—Dick Rathmann, Trenton, N. J., McNamara Special, 144.741; Tony Bettenhausen, Tinley Park, Ill., Belanger Special, 144.254; Johnnie Parsons, Sherman Oaks, Cal., Agajanian Special, 144.144.

THIRD ROW—Fred Agabashian, Walnut Creek, Cal., Federal Engineering Special, 144.069; Paul Russo, Canoga Park, Cal., Novi Vespa Special, 143.546; Andy Linden, Manhattan Beach, Cal., Chapman Special, 143.066.

FOURTH ROW—Bob Sweikert, Indianapolis, D. A. Lubricant Special, 143.033; Troy Ruttman, Lynwood, Cal., John Zink Special, 142.484; Johnny Boyd, Fresno, Cal., Bowes Seal Fast Special, 142.397.

FIFTH ROW—Sam Hanks, Pacific Palisades, Cal., Jones & Maley Special, 142.051; Ed Elisian, Oakland, Cal., Hoyt Machine Special, 141.382; Rodger Ward, Los Angeles, Filter Queen Special, 141.171.

SIXTH ROW—Jimmy Daywalt, Indianapolis, Sumar Special, 140.977; Ray Crawford, Pasadena, Cal., Crawford Special, 140.884; Johnny Thomson, Springfield, Mass., Schmidt Special, 140.549.

SEVENTH ROW—Jimmy Bryan, Phoenix, Ariz., Dean Van Lines Special, 143.741; Keith Andrews, Colorado Springs, Colo., Dunn Engineering Special, 142.976; Jimmy Reece, Oklahoma City, Okla., Massaglia Hotels Special, 142.885.

EIGHTH ROW—Gene Hartley, Indianapolis, Central Excavating Special, 142.846; Bob Veith, Oakland, Cal., Federal Engineering Special, 142.535; Jack Turner, Seattle, Traveler Trailer Special, 142.394.

NINTH ROW—Bob Christie, Grants Pass, Or., Helee Special, 142.236; Don Freeland, Redondo Beach, Cal., Bob Estes Special, 141.899; Al Herman, Center Valley, Pa., Bardahl Special, 141.610.

TENTH ROW—Al Keller, West Palm Beach, Fla., Traylor Special, 141.193; Bill Garrett, Burbank, Cal., Greenman-Casale Special, 140.559.

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Gus V. Vignolle... Editor
Maury Powell... Managing Editor
Bill Remrah... Advertising
June Vignolle... Circulation Manager
Art Luring, Jim Mourning, Buzz De Bardas, Myra Jones, Spencer Sprocket, Mike Siakookes, W. Robert Nitske, Henry N. Manney, III, Grevick von Kneissel.

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LETTERS to the Editor

TEXANS ON THE MARCH

I have been reading your excellent paper for some weeks now, and must say that I enjoy it very much. My friends and myself admire you for your straightforward reports, be they good or bad. It seems that it takes just criticism such as yours to keep our great sport what we all want it to be.

Several (eight to be exact) sport car enthusiasts and owners in our tip of south Texas have met to form a Region of the SCCA. Our first event, to be held on the 14-15 of July will be a reliability run. Although we can not advertise nor represent ourselves as a Region of the SCCA until such time as our incorporation goes through, we would like to enter this event on your calendar of events, in order to appear there in time for neighboring clubs to keep the date in mind.

R. C. Edwards
McAllen, Texas

NOT ALWAYS CHEERS

I should like to correct a statement in your Pebble Beach coverage dealing with the winning car. This Monza, driven by Carroll Shelby, has been owned by my brother and myself since last September.

You state, quote, "Either brake or shock difficulties, however, slowed him (Hill) up, giving the lead to Shelby." I feel that this statement is very misleading to say the least. After the initial "sorting out" during which time Hill had picked up a commanding lead, Shelby steadily gained 2 seconds a lap on the leader until he was leading Hill more than 12 seconds. At this point Hill evidently encountered some kind of trouble, his lap times increased and he dropped back.

This note is not meant to be critical, but is in the interest of accurate reporting. I enjoy MOTORACING because of its accurate and concise coverage of the racing scene. Unfortunately it is too long between issues, it should be a weekly.

Richard A. Hall
Abilene, Texas

(Editor's Note—Thank you; we hope to go weekly in the none too distant future.)

PREDICTS GREAT FUTURE

Received copies of MOTORACING and am completely "sold." I predict a great future for the paper.

I have run into several people who haven't seen MOTORACING and they were enthusiastic over it after I had shown them a copy.

Jimmie Cram
Los Angeles 1.

MORE NEW YORK READERS

I would like to introduce myself as publicity chairman of the Republic Motor Sports Club on Long Island. I had the pleasure of seeing your magazine for the first time about two weeks ago.

From time to time throughout the year I will send you articles on our club activities.

Henry J. Klug
Bellmore, N. Y.

NO MORE WAITING

Please add my subscription to your TERRIFIC paper.

It's what we've all been waiting for.
Lou Thornton
La Mesa, Calif.

NEW ENGLAND INTEREST

Before we were able to even get the subscription for Joe Patts in the mail, had company and here are two more subscriptions in Rosindale and Dedham, Mass.

As said on the enclosed order form, we more than enjoy having first-hand news of sports car activities.

Adelaide L. Ragsdale
(Mrs.) Britt Ragsdale
New England Region, SCCA
Newtonville, Mass.

HEY, CONCOURS FANS

Recently, several of us were talking over the possibilities of creating a group for aiding and abetting anyone who wants to stage a Concours d'Elegance. These events are seldom scheduled and most of us do not hear of them in time to prepare for entry. At the same time we would bring together a group for fun, frolic and mutual interest.

I had no thought of spearheading a movement to form a club but I suppose someone must if there is to be one. I seem to be "it," but please, just till we get rolling.

Courtesy Van Ornum
29194 Ocean Front
Venice, Calif.
EXbrook 9-1556

★ SPORTS CAR-TOON ... by Bill Harmer



"Look at this old rag, and Mrs. Jones' husband just bought her a new Hillman Minx."

THE DUKE WONDERS...

WHO TRIED that nickel's-worth-of-ownership gag with someone else's bomba in order to run in the owner-driver race at Bakersfield?

If spectators who have been surprised at the performance of the Corvettes realize that insiders claim that the factory is going whole hog with a full-package, special competition job which should be available within a few weeks?

Whether Johnny von Neumann realizes just how many friends he made and regained merely by going over and congratulating that driver who beat him on Saturday?

Whether the members of the board of Road Racing Register are deserting in droves right on the eve of the group's biggest effort to date because of inequality in divvying up the prize pesos?

What race official and national magazine writer were seen changing a tire for a competitor who had a blow-out on turn one at Bakersfield?

If the modified-production class won't be allowed to die a quiet but quick death following a one-race experiment?

If the fans at Santa Rosa were aware that the sensational finish of the main event was topped only by the Masten Gregory-Ernie McAfee climax at Palm Springs last December?

If Southlanders know that the Menagerie Aardvark chieftain is just as well-liked up north?

Why the two big Los Angeles factions don't sign up for a course on press and public relations with the San Francisco Region of the SCCA, which could teach 'em P-L-E-N-T-Y?

If the Santa Rosa crowd knew that the second-place finisher was boxed in coming out of turn nine for the final drive, yet he displayed the greatest sportsmanship extant by refusing to blame anyone and saying that he was just outdriven?

If it'd be possible to get the northern under-1500cc winner to duel it with two other Porsche specialists, Miles & Kunstle (that Sacramento boy is G-O-O-D!)?

Where the Chinese Sports Car Club of San Francisco learned its top-bracket public relations technique as exemplified by H. K. Wong, "Honey" Quan and Andy Young?

What pair of West Coast sports car writers are preparing a king-sized blast for "Gentleman" Jim Kimberly of the SCCA?

Whether spectators at Bakersfield knew that attempts were being made right up to the start of the race to find a technicality on which to eliminate the D-Jag driver who finally won Saturday's main bout, lack of sports car experience and all?

Whether it was too many doz. martinis talking or if the SCCA prexy really meant it when he said that there would be no SCCA-SCCC split over license recognition despite pressure from both the Northern and national groups?

What new racing site got off to a fine start by clobbering a photographer before the course was even officially opened?

How many people know that there are two 300 SLR bombas (300 SLs souped to SLR specs and with duplicate bodies) which should be in competition before the season is over?

What aficionado is sitting on one of the hottest racing sites to come along in a long time while trying to decide which of the battling sports car factions to offer it to?



Vignettes

by Gus V. Vignolle

SANTA ROSA RACES PROVE BIG SUCCESS—THEY HAD EVERYTHING

(Continued from Page 1)

BARNESON AVERAGES 83.3 MPH

Barneson, father of five children, has been racing for four years, and this was his second overall win with the fuel injection job which was making its second start. The first was at Pebble Beach, where it had carburetion trouble. John's first overall was last year at Stockton.

Engine and chassis work on the 5498cc winning mount was done by George Naruo for Jack Hagemann, sports car builder from San Leandro. The car cost about \$10,000.

Barneson, who looks like an ex-pugilist, averaged 83.3 mph for 78 miles in a race that was cut from 32 to 25 laps. And he was fastest through the traps—108.7 mph.

But for the entire distance he played second cello. He went into turn one first at the outset, but Brero came around in front. They stayed that way until the 25th, and at one juncture—the sixth lap—Lou led by 33 seconds. On the 21st the difference was three seconds, and on the 24th only 30-40 yards separated them.

Sammy Weiss, the "Ken Miles" of Northern California and one of the best on the Coast, finished third in a class F Porsche Spyder. Barneson and Brero lapped everybody but him.

Sammy flew past R. G. Gillespie, Chevvie V8-Maserati, on the fifth—and remained third from there on in.

The likeable Sacramento imported car dealer, who is 32 and has been racing since 1950, scored handily over Johnny Porter in the under-1500cc 25-lapper. It wasn't much of a race. The action was between Eldon Beagle and John Fox, in Porsche and Cooper Climax, respectively, but the latter overdrove, spun twice and was lucky to take fourth.

A heated duel between 300SLs pooped out in the 1400-3000cc production go when Chick Leson spun on the sixth and finished more than a mile behind Bill Sturgis. Chick's got a following up here.

THEY HAD EVERYTHING AT SANTA ROSA

Other overall victors were Robert Nix, Jaguar; Norm McNamara, Porsche, and Jim Hughes, MGA—the MGA that Kjell Kvale seemed to have entered in 10 of the eight scheduled races!

The West's first road race is said to have been held near here on May 9, 1909—the California Grand Prize Race, after which today's feature was named. Ben Neuman of Santa Rosa won that first one over a 52-mile course on Sonoma's public roads and averaged better than 60 mph.

Dr. John Hutchinson, race chairman, had a little bit of everything—history, fine races, a top course, great weather, and two beauties—Winnie McCune, Rose Festival Queen, and Barbara Britton, "Miss California of 1956."

What more does a guy want?

Classic remark in Time by Enzo Ferrari: "Ferraris are for world champions to win more world championships." . . . Understand a rally starts soon from Coach & Horses for Chino. What's the tab, Highschool Harry? . . . F. W. Proctor Jr., ex-Southland resident now of Westport, Conn., has got himself a 1500cc Maserati. Yup, he should do pretty well . . . Check those war surplus safety belts. Many're rotting internally . . . Did you know John Heath, the British driver, died of injuries suffered in the Mille Miglia? Two other drivers and three spectators were killed . . . Terry Hall now has a Porsche Carrera . . . Notice how well Ruth Levy, newcomer from Minneapolis, did at Bakersfield? She steers a Porsche.



SAVORY CANTONESE food came from this Pressmobile that catered to the press at SCCA (SF Region) Santa Rosa road races May 19-20. Andy Young of the famous San Francisco Chinatown Kuo Wash Cafe, where vittles were prepared, here pours tea for "Honey" Quan, who with H. K. Wong, acted as hosts. All are members of the SF Chinese Sports Car Club.



Canon Camera Photo
LOU BRERO
Tops in Sportsmanship



THREE TOP drivers at Santa Rosa SCCA races were, left to right, Lou Brero, Arcata lumberman; Sammy Weiss, Sacramento imported car dealer, and John Barneson, Hayward Buick salesman.

John LeBaron, Santa Rosa Press Democrat
Barneson nipped Brero by a half-car length in main event, while Weiss won under-1500cc feature and placed third overall in the big-bore.

Race Entry Deadlines

Entries close June 3 for the SCCA (LA Region) Santa Maria road races, June 16-17, while the entry deadline is June 13 for the CSCC's races at Pomona Fairgrounds, June 23-24.

Tech and safety inspections have been announced as follows:

SANTA MARIA—June 12, 7 p.m., Competition Motors, 1730 No. Highland Ave., Hollywood; June 14, 7 p.m., Ralph Cutright, Inc., 5965 Pacific Blvd., Huntington Park.
POMONA—June 19, 7:30 p.m., Savin & Sons, 312 So. Soto St., L.A.; June 21, 7:30 p.m., Cal Sales, Inc., 1957 W. 144th St., Gardena.

Drag Races Set for Kingdon Airstrip

Trophy-minded sports car fanatics should have a field day Saturday, June 9, when Valley Drag and Auto Racing, Inc., stages its first All-Sports Car Championship Drag Races on the Kingdon Airstrip course, near Stockton.

The drag events initiate a two-day speedfest on the 2.1-mile course, with pro sports car pilots dicing on Sunday, June 10. Bob Cress, VDAAR drag chairman, stresses that the Saturday races over the usual 1/4-mile dash are open to amateur and pros alike, and are not sanctioned by the pro RRR group as are Sunday's races.

Some 30 trophies have been posted. Competition is set in eight production and eight modified classes using FIA rules.

Ronnie Householder Now With Plymouth

Ronnie Householder has accepted a position with the Engineering Department of Plymouth Division of Chrysler Corporation. While Plymouth will not enter stock car racing with an official team, "House" will act as chief of liaison between private owners and the factory.

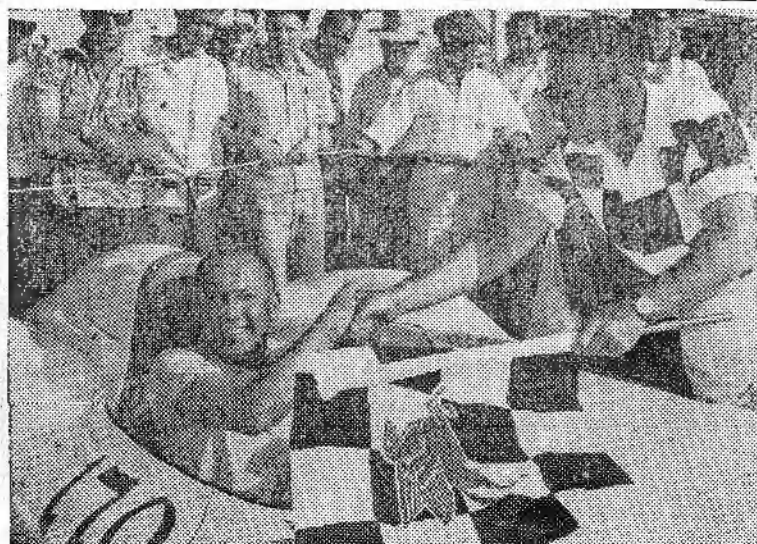
MANTZ SCORES WIN

STAYNER, Ont., Canada, May 21. — Gunning a 1956 Ford, Johnny Mantz, Duarte, Calif., won the USAC 200-mile late model stock car race here on the new Stayner Speedway. He flashed home ahead of Marshall Teague, 1956 Chevrolet.

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CONGRATULATIONS! — Pearce (Pete) Woods, La Habra, gets handshake from Starter Cy Yedor after winning the Sunday big-bore feature at Bakersfield. Pete piloted 3442cc D-Jaguar to 38-second win over John von Neumann, 3.5 Ferrari. Victor averaged 79.8mph for 51 laps around 2.3-mile airport course, originally planned as 3.2-mile layout.

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• Up the Straights

By Jim Mourning

SIX OFFERS FOR SHELBY, ONE OF BEST DRIVERS IN COUNTRY

PAPPY ALWAYS used to say that the bigger they are, the nicer they are. He was firmly convinced that only a (censored, since Pappy was an earthy lad, indeed) had to be deliberately obnoxious to attract attention. The longer we're in road racing, the stronger grows our belief that Pappy knew a lot more than we thought he did when we were a lad of 15 or so summers.

We got off on this particular trend of thought after sipping a cool one with Carroll Shelby, who is undoubtedly one of the best bomb jockeys in the states. He's enthusiastic, unassuming and friendly in a way that only a Texan can be friendly.

It has always given us our glees when alleged experts pick their lists of the country's top drivers and ignore Shelby in favor of pilots he not only can but has beaten consistently. All of which isn't meant to detract from the hot-sox kiddies who are selected.

But why is he so frequently overlooked? That problem irritated us like being blown off by a Maxwell. We think we've finally come up with an answer.

NO CORNERING HOT-SHOT

First, after watching him in action (Torrey Pines, Pebble Beach and a couple of airport circuits), it would appear that he seldom indulges in the cornering pyrotechnics that send spectators home babbling to themselves. Recently, a writer pointed out that while the brilliance of some drivers at Sebring was obvious, Fangio's was not. He just went out and won. The Shelby style is cut from a very similar bolt.

As a case in point, the announcement of Shelby's victory at Pebble came as a real jolt, even to a large segment of the citizenry present. Between the end of the dicing and the announcement of the official results, at least a half dozen experienced observers swore that it didn't make any difference when Shelby passed the troubled Hill, since we must have been running over a lap behind.

A TEXAS TWISTER

Secondly, Shelby has come on in this business like a Texas twister. There is a school of

thought prevalent among the flack brigade that asserts it doesn't make any difference what is said so long as the name is spelled correctly. Let us hasten to add that we know of no drivers who actively subscribe to such a policy. But the underlying principle remains valid.

The name most frequently heard is the one immediately thought of when the conversation drifts around to driving and drivers. Shelby started tooling imported iron only four years ago in an MG TC. From there he went to a modified Jag and then an Allard, competing mostly in relatively minor events that earned him little publicity but vast amounts of know-how in the techniques of rapidly transporting the supine human frame.

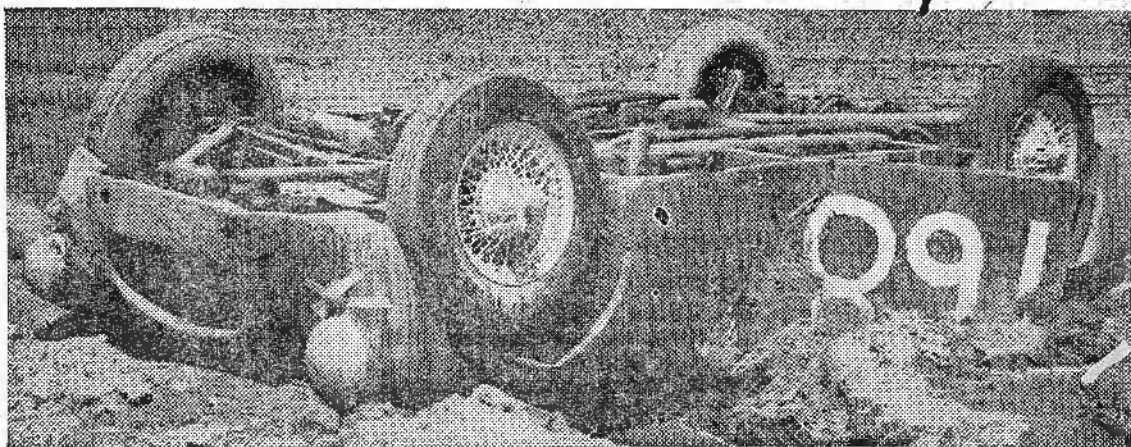
The first inkling that many aficionados got that a new talent was on hand was when Shelby suddenly popped up as a works driver for Aston-Martin. Despite a goodly share of black luck, he made quite an impression on the European brethren, many of whom are not in the least hesitant to tab him as the most promising pilot to come out of the U.S. in the last 25 years.

PLENTY OF OFFERS

Just how much do the Europeans think of him? Well, thus far this year he has had offers from Aston-Martin, Porsche, Lotus, Maserati and Connought, the latter pair for Grand Prix machinery. Last, and by no means least, Tony Parravano is trying to sign him up, being absolutely convinced that Shelby is the "best sports car driver in the United States today."

At the time of this writing, he has definitely agreed only to a quartet of events for Aston and a pair — Nurburgring and the Tourist Trophy — for Porsche.

Chances are that West Coast enthusiasts won't be getting to gloat Shelby in action for a dozen or 12 fortnights or so, but when you do, take a real good look. International racing will be hearing a lot of this lad before he hangs up his helmet in the dim, distant future.



CHECK THE GOO — This big Lincoln-Allard flipped in practice at Bakersfield, and Driver John Richardson, Glendale police officer, nearly drowned in mud from irrigation ditch, where car

landed. Proof that he was otherwise unhurt is shown in photo below, where he examines the gooey damage.



NEWS Comments

ROAD RACE WEEKEND

(Reprinted from the Monterey Peninsula Herald, April 21, 1956.)

Road Race Weekend is here again and the Monterey Peninsula is bulging with people—nice people.

The people who come here for golf, for such events as the Bing Crosby tournament, also are nice, but they're quite different. The difference between the two groups is striking. They give the Monterey Peninsula a different atmosphere during their respective stays.

Those who come for the road races are younger, and even those who may not be young in years seem youthful in spirit. The eyes of the golf fans are steady; the eyes of the road race fans sparkle more. The road race people speak in slightly higher pitch and slightly faster. While the golf fans often emit guffaws, the road race fans are prone to tinkling laughter that somehow reminds us of the bubbling of champagne.

We're glad to have them both as guests in their turn, of course.

We hope they all have a good time and we know that all Peninsula folk will have a good time associating with them.—E. K.

• Rallye Roundup

By Buzz De Bardas

FOUR IMPORTANT POINTS FOR A SUCCESSFUL RALLYE

THE SUCCESS or failure of your Rallye will be based on four points—(1) Does it run over interesting roads? (2) Have you, the Rallye Master, carefully figured the distances traveled? (3) Do you know the exact time that it should take to cover all given legs of the Rallye? (4) Have your timers been shown how to correctly time a car into a check point?

In order to determine the skill and care that went into laying out a Rallye, I've always used the following yardstick — "WHAT IS THE ERROR IN SECONDS FOR EACH HOUR THE RALLYE TOOK FROM START TO FINISH?"

Granted someone always gets lost or is late on a Rallye, but if the time and distance are perfect, someone will come in with little error.

Immediately I can think of two perfect examples — last year the winning car on a 12-hour Rallye had an error of 08:55, which comes out to about :44 (seconds) error per hour.

LONG-DISTANCE RALLYE

The other extreme was a Rallye that my old friend and navigator, John Patterson, helped put on for the Long Beach M.G. Club, called "The Great Northwestern Rallye," to Yosemite and return. The distance from Yosemite to the San Fernando Valley was around 330 miles, and took around 10 hours—the best time of the day for that 330 miles was an error of :15 (seconds)

(Mr. and Mrs. Kridel). This works out to an error per hour of :016, or about 14 seconds per hour. This is the kind of timing you have to take your hat off to.

May I suggest that, in laying out your Rallye, you run it several times, always in the same car and with the same amount of air in the tires, and ALWAYS running at the same speed that the competitor will be running. Drifting all corners and speeding may be a lot of fun, but you can't do either and get a correct distance for any section of the road.

AVERAGE SEVERAL RUNS

After running several times, you will find that, although the distance will check out to a tenth of a mile, it won't prove out to a hundredth. You will have to average the total of several runs.

One last little point—make sure that your 10-mile odometer point is as perfect as possible. You can always station a club member with a flag or lantern, if there is nothing else around.

Last, but not least, I must give credit where credit is due—to Howard Frank, who, I believe, has pioneered, talked, pleaded and screamed Time and Distance for years.

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Lew Caldron Photo from U. S. 6th Army Helicopter
Piloted by Maj. John Gillespie

FINE AERIAL shot of Sonoma County Airport shows one of the starting fields at Santa Rosa road races. The nine-turn 3.1-mile course differs from most drab airport circuits in that scenic terrain was amid rolling country broken up with big, shady trees. Perfect spring weather greeted crowd of 13,500 spectators.



• Checkered Flag

By Art Luring
Los Angeles Times Columnist

WOODS THE BIG WINNER IN D-JAG; MILES SCORES HANDILY

(Continued from Page 1)

Despite brilliant driving, Austin and Krause were black-flagged by Fate in the form of mechanical difficulties. The race became a quadrille twist Woods, Von Neumann, Fred Woodward in the Jap Special, Miles and Ginther.

And at the wind-up that is exactly how they finished. Woods averaged 79.8 in 1:28:15 to cover 117.3 miles in 51 laps. Von Neumann followed him under Cy Yedor's checkered flag 38 seconds later.

For Pearce the victory meant the end of a bad-luck spell that has dogged him ever since his six-hour speed-enduro win at Torrey last year.

Miles and Ginther deserve a rousing cheer. Not many cars can come up feisty and full of fight after 234-plus consecutive miles of all-out racing in nature's own Turkish bath!

Saturday's action began during practice when John W. Richardson, Jr., a Glendale "lawman", slow-rolled a Lincoln-Allard on turn one. He landed on his head, practically buried in ooze, but such was his enthusiasm that he clawed his way to freedom to race another day.

POLLACK TOPS FIELD IN OPENER

Race 1 for production sedans under 1500cc saw Bill Pollack, the Sherman Oaks' Slasher, cream a field of 11 other furrin' hard-toppers in a 15-minute, seven-lap go-around. He pushed an Alfa Romeo Giulietta sedan to win 12 seconds ahead of Ron Pearson in a Volvo. Marv Patchen glued his Simca Arond's snout to Pearson's tail-pipes for a well-earned third. Robert Schweiso enlivened things by flipping his VW on turn 1.

The second race, likewise a 15-minute, seven-lap affair was a tour de force for strictly stock under 1500cc. Jay Hills, handling a Porsche Carrera Sportster, had things his own way practically from the beginning. Still a few worries plagued him. A mere seven seconds behind was Ron Hudson with a pushrod-engined Porsche while in third bracket was Ed Barker exhorting his Porsche Super Speedster with imprecation and supplication.

Race tres for modified production under 1500-cc (a new classification thank up by Cal Club geni and dedicated to the proposition that honesty should pay) saw Robbie Robinson in a mod-prod MGA average 68.1 mph in 14 minutes and 10 seconds over seven heated go-arounds to win. Two seconds in arrears was Ed Barker, followed by Ron Hudson who placed third.

In the fourth race, another 15-minute, eight-lap deal for strictly stock over 1500cc, Rudy Cleye, the lanky Hollander, averaged 74.7 mph to boot home a Merc-Benz 300SL.

In the deuce spot was Tony Settember, likewise in a 300SL, and Jack Bates, pushing another of the low-slung, hermetically-sealed Merc, was third.

SETTEMBER COMES BACK FOR VICTORY

Settember again covered eight laps in 14:40 with a 75.3 mph average for first. One-half second behind was Pollack in a Chevrolet Corvette. Not exactly poking along in third was Jim Parkinson, tooling an Austin-Healey. Ces Critchlow, XK120M, and Bill Freedman, XK120, followed, while Bob Oker, driving an Ed Savin Morgan Plus 4, proved that both he and the Morgan deserved the plus sign.

Race seis, a six-lap affair for Les Femmes, went to Mary Davis, M-B 300SL. She cruised 68 mph in 12:11. Following were Ruth Levy, Porsche Super; Carol Givens, Jag XK140MC; Elda Stillwell, Porsche S Spd., and Jackie Bondurant, Morgan Plus 4.

The seventh race was a 30-minute dash for Mods-under-1500-cc was taken by Miles' Porsche Spyder Number 50. For 17 laps he averaged 79.0mph to finish 1 minute and 8 seconds ahead of Ginther, likewise in a Spyder. Jay Chamberlain made third with his Lotus Mk IX.

Race 8 for Formula III was won in 13.33 by Bruce Kessler, who averaged 71.3 in seven torrid laps in Cooper MK IX.

In the Saturday finale for over-1500cc modifieds Woods led, tailed by von Neuman in the 3.5 Ferrari and the other D-Jags. And then Gremlins put the hex on him by bollixing his gear box.

Von Neumann finally took the lead. However breathing down his neck was Bill Krause, the 23-year-old Compton ex-GI in a D-Jag. On the last lap of the 18-lap contest Von Neumann spun out. Krause nailed the lead to zoom his way into the winner's circle first time out in Sports cars with an 80.2mph average!

Jerry Austin placed second and Von Neumann third.

The first skirmish of Sunday's five-race menu ran 10 laps as a consolation scrap for all classes except "B". Ed Freutel, Lotus MkVI, took this one with a 68.7mph average.

In a Formula III hassle, Dick Trimble and Jim Trimble, pushing Cooper MkVIs, were one and two.

Next 20-minute melange, a consolation-type meller-drama featuring a potpourri of stock and mod-prod under 1500cc fleetsters, saw Pollack send his trim Giulietta screaming past Ron Hudson's Porsche and flashed his "Giulie" across the finish line—the winnahn with a 70.4mph average. One second behind came Hudson while somewhat tardy, in third and fourth brackets, arrived Robbie Robinson with his you-know-what and T. Turner with a Porsche S. Spd. For real on-your-toes action this race was a smash hit.

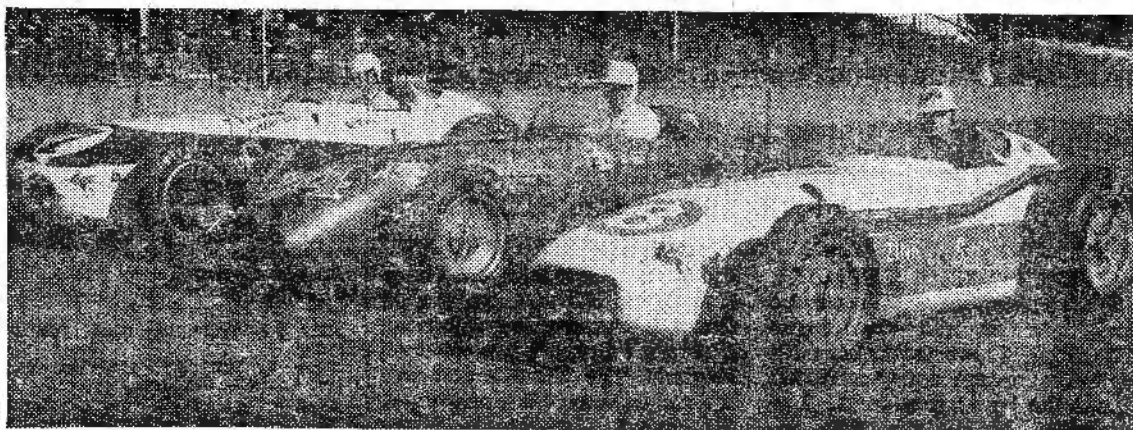
For the stock-mod-prod consoler over 1500cc, it was Settember on the pole with his M-B 300SL and Pollack in the Corvette. Somewhere in the shuffle was Cleye with his SL and Critchlow and Parkinson in the XK120M and A.H.

Cleye encountered rear-end trouble and disengaged from combat.

Mechanical trouble put the Corvette hors du combat on the back straight before turn 7. Settember continued his wheel manipulation to win seven seconds ahead of Critchlow's Jag. Parkinson, with a beautifully-running Austin-Healey, made third.

And now (here we go again) came the one and one-half hour semi-main for mods-under-1500cc. Thirty-one hopefuls got on the grid and it was Ken Miles in his Porsche Spyder Number 50. Virtually from wire to wire. He was an express train that averaged 75.7mph for 117.3 red-hot miles accumulated in 51 laps. Behind him, a full lap behind, came Ginther, Willie Darnold and Doc Eschrich, in Spydors and a Lotus Porsche, respectively. Only 19 cars finished.

Then came Woods to snare the 90-minute big bore for mods.



TOP TRIO—Fastest qualifiers this year on opening day at Indianapolis were, in order of their speeds from right to left: Pat Flaherty, John Zink Special, 145.596mph; Jim Rathmann, Hopkins Special, 145.120mph, and Pat O'Connor,

Official "500" Photo. O'Dell & Shields Studios. Ansted-Rotary Special, 144.980mph. Note unusual wheel covers on O'Connor's mount. New records appeared certain for 1955 Indy classic, which will be covered fully in next issue of MOTORACING.

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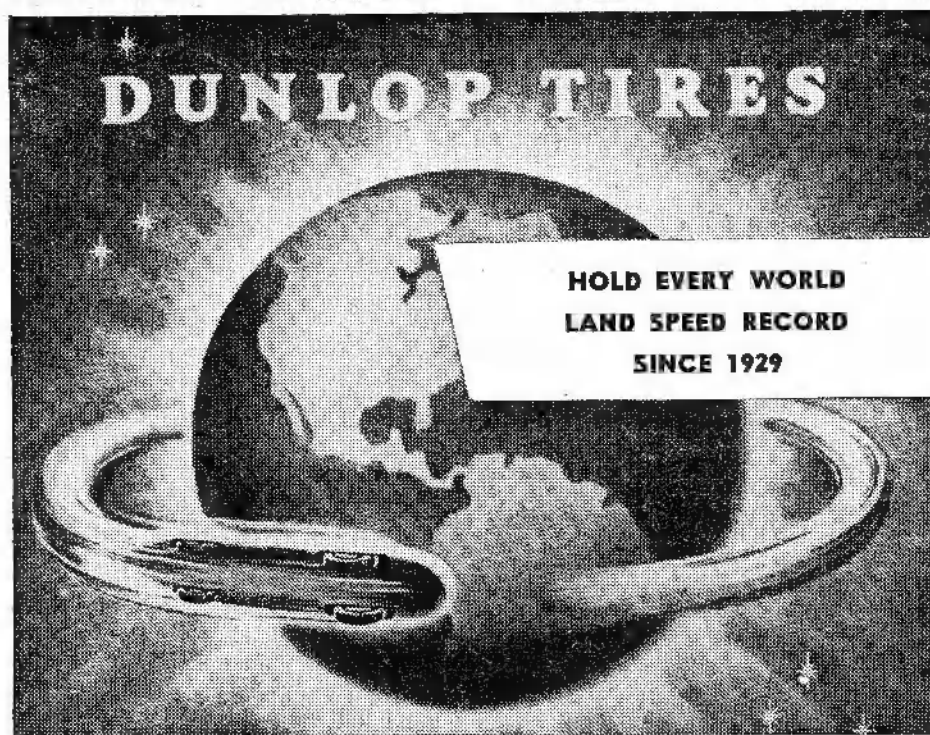
Stock Car Races Set For Gardena Stadium

Modified stock cars have been booked for three successive Saturday nights at Gardena Stadium starting June 2, according to Track Operators Tom Haynes and Harry Schooler. URA mid-gt autos return June 16. Jalopies cavort as usual every Sunday afternoon.

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TO THE VICTOR—John Barneson, Hayward, winner of the main event at Santa Rosa in the big Chrysler-powered Hagemann Special, collects his reward—a floral lei, draped on him by blonde Winnie McCune, who ruled as Rose Festival Queen in Northern S.O.C.A. races.



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European Scene

By W. Robert Nitske

ACROSS THE SEVEN SEAS FOR A LOOK AT MERCEDES

STUTTGART, GERMANY—Twenty-four days after the steamer of the Compagnie Generale Transatlantique, with your correspondent aboard, slid past the last lights of the Los Angeles harbor the ship anchored along the mile-long docks of Antwerp. The signs announced "Antwerpen," and the captain had aimed for Antwerp. Our suspicions of trouble ahead with names proved well founded when we took a train for Liège, which turned out to be Luik to some and Lüttich to the Germans. From there we went to Cologne; Köln am Rhein to all but us!

The Panama Canal crossing was a most interesting experience of more than 12 hours duration. A short stop in Cristobal on a hot, humid tropical night, made us seek the cooler sanctuary of our ship. Canal traffic was heavy, with ships from 16 countries passing us.

Bunkering in Curacao, the island off the Venezuela coast, showed the huge enterprise of the Dutch people. The second largest refinery in the world, the Dutch sell fuel oil to practically all ships at sea. I counted more than 12 Shell tankers which had brought the raw oil from Venezuela for refining on the island.

With Sombrero Island light we saw the last glimmer of Western hemisphere and the end of the quiet Caribbean Sea. For six days we met no ship or bird.

As we reached within a hundred miles of the Azores a gull appeared and we realized that there was something beyond

the watery expanse on every side of us. Eleven days out of Curacao we saw the lights of Bishop's Point, off the coast of England. The Atlantic was not too rough, except one day when we found the topside steps leading into the rooms below. The channel was as smooth as a lake, but haze blotted out the French coast. We skirted the English side, making a large circle toward the Belgian port.

We filled out a card with eight answers and proceeded into the town. That was all the formalities required. From Belgium into Germany was easier still. We showed our passport to the official and he asked if we had tea or coffee, or anything to declare. We never opened our suitcases. (Have you traveled lately from Arizona to California? Then you know what I mean.)

At a Mercedes-Benz press conference we met the greats of the journalistic world including the legendary Pomeroy. A most interesting chap, who can tell stories on everybody, unexhaustively for hours. He is also a fine listener.

A meeting with the director, Koenike, and sitting at the honor table at the festive dinner with him and Dr. Nallinger, talking a couple of hours to Uhlenhaut and Dr. Moll, the production boss, were high spots of the red-carpet treatment we got. The Neubauer meeting is another story, later! Quite a man.

Mercedes announced three new types, the 190, with an 84 h.p., overhead camshaft engine; the 219, with a 92 h.p. six-cylinder engine; and the 220S with a two-carburetor, six-cylinder engine of 112 h.p. Outward appearance of the cars is similar to the earlier 180 and 220 models but trimmings are different from the others, which are still being produced.

Saw a picture in the Paris edition of the New York Herald Tribune showing Ernie McAfee's car crash at Pebble Beach, and was shocked to read that Ernie was killed.

SCCA HILL CLIMB

The sixth annual Mt. Equinox National Hill Climb will be held at Mt. Equinox, Manchester, Vermont, Saturday and Sunday, June 16 and 17. This event is sponsored directly by the SCCA and the New England Region of the SCCA.

Corey Takes First In Las Vegas Gymkhana

Staged by the Las Vegas (Nev.) Sports Car Club, a special gymkhana for the local News Bureau and Warner Brothers Studio saw Jim Corey, club president, as overall winner in his Mercedes-Benz 300 SL. Second overall was Dr. Olaf Christofferson, Austin-Healey, while Major Le Ritz was third, driving a Simca Coupe-De-Ville.

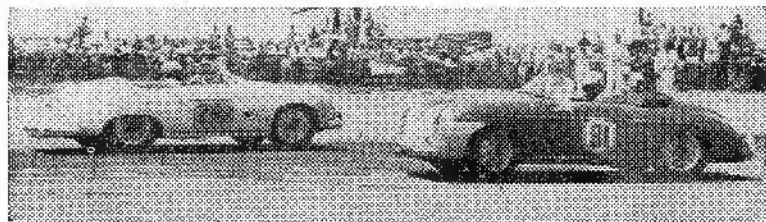
Other results:

Class C—Jim Corey, Mercedes-Benz 300 SL; Dick Hall, Mercedes-Benz 300 SL; Frank Newman, Jaguar.

Class D and E—Chris Christofferson, Austin-Healey; George Clingerman, Austin-Healey; Larry Suit, Triumph TR-2.

Class F—Major Le Ritz, Simca; Bob Jones, VW; Bill Cash, MG-TD.

Women's Class—Barbara Hall, Porsche; Billie Gilmore, MG-TD; Gerry Kuzyk, MG-TD.



WATCH IT, THERE—Ed Barker (24), Porsche Super Speedster, is the one going the right way in Cal Club's Bakersfield races. Spinning going into turn 8 is the Porsche Carrera, piloted by Jay Hills. There was no damage.

Calendar Of Events

June 1-3, SCCA Texas Region Sports Car Races, Ft. Worth.
June 2, NASCAR Modified Stock Cars, Gardena Stadium.
June 3, AMA Riverside Steeplechase motorcycle races, 11 a.m. Riverside Fairgrounds.

June 3—Second Torrey Pines Rally, La Jolla Sports Car Club, Balboa Park, San Diego, 8 a.m.

July 7-8—Reliability Run, McAllen, Texas.

June 9, NASCAR Modified Stock Cars, Gardena Stadium.

June 9, 1st Amateur Championship Sports Car Drag Race, Kingdon (near Stockton, Calif.)

June 10, RRR Sports Car and Grand Prix Road Races, Kingdon (near Stockton, Calif.)

June 10, Hare Scrambles, Riverside Bombers, Cajon Pass Junction, 10 a.m.

June 16, URA Midget Race, Gardena Stadium.

June 16—Hodge Podge Rally, San Gabriel FCCA, Rose Bowl, 7 p.m., (proceeds to Warren Frinchaboy.)

June 16-17, SCCA (L.A. Region) Santa Maria Road Races, Santa Maria.

June 16-17, SCCA 6th Annual Mt. Equinox National Hill Climb, Manchester, Vt.

June 17—Rally in Rhyme, Santa Monica FCCA and Austin Healey Owners' Club.

June 17—Late model stock car race, Huntington Beach Stadium. Trials, 7 p.m., racing at 8:30.

June 23-24, CCCC Pomona Road Races, Pomona Fairgrounds.

June 23-24, SCCA National Championship Sports Car Races, Elkhart Lake, Wisc.

June 30, Buffalo Bill Mountain Hill Climb, Colorado.

June 30, SCCA (S.F. Region) Buchanan Field Road Races, Buchanan Field.

June 30—Over The Hill Rally, Compton FCCA.

July 6-7, SCCA Beverly Massachusetts Race.

July 7-8, SCCA (L.A. Region) San Luis Obispo Road Races.

July 14—Road Racing Register pro sports, car races, Bonelli Stadium 8 p.m.

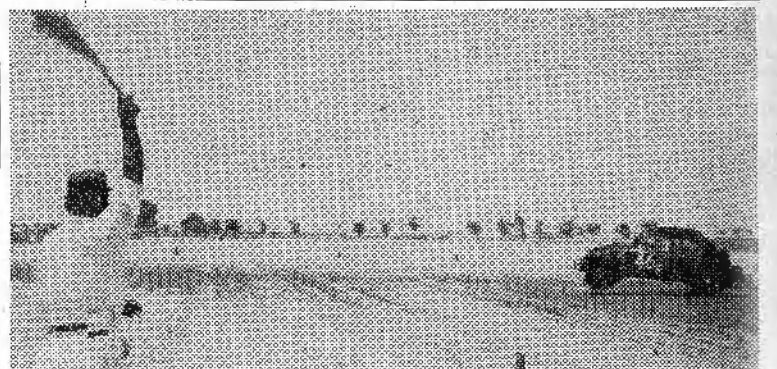
July 21-22, CCCC San Diego Road Races, San Diego Naval Base.

Midjet Races—Every Friday night, San Bernardino.

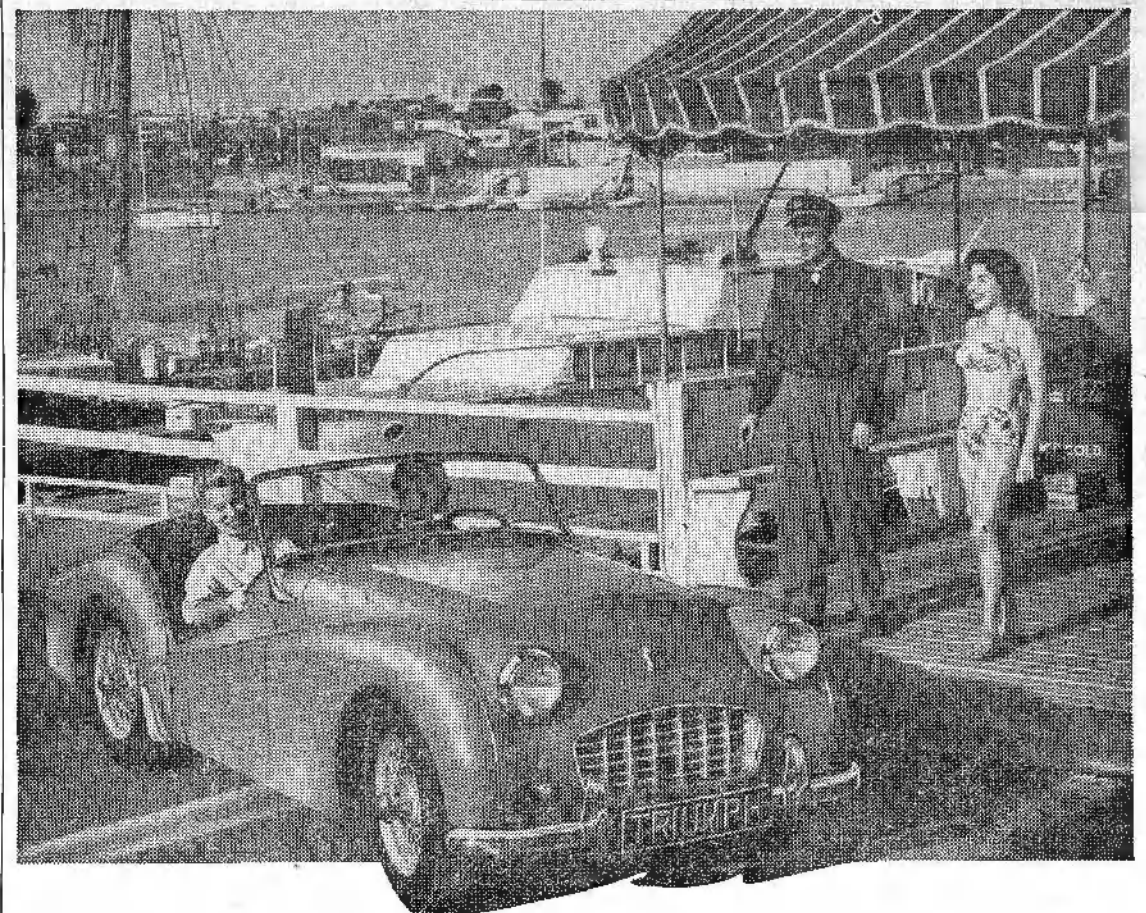
Jalopy Races—Every Saturday night, San Bernardino; every Sunday afternoon, Gardena Stadium; every other Sunday, Maywood.

Drag Strips—Sundays: Colton, Long Beach, Pomona, Santa Ana, San Fernando, San Gabriel Valley.

Racing movies—Wednesday through Sunday—Western Theatre, 39th at Western.



Gene Simon
EASY DOES IT—This VW sedan has just done a complete flip and landed on its wheels in opening race at Bakersfield. Note front wheels off ground. Driver Robert Schweiso was unhurt. Action was on turn 1. At right is the badly bent and busted German Volkswagen



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Bakersfield Race Charts

CALIFORNIA SPORTS CAR CLUB
(Compiled by LONG BEACH MG CLUB under supervision of DOUG BAILEY, Scoring Marshal. Data on non-finishers by MYRA JONES, Women's Sports Car Club.)

SATURDAY, MAY 19

Race No. 1—Prod. sedans under 1500cc. Time 15:38. Laps 7. Avg. 61.8. Miles 16.1					
Pos.	Car No.	Behind	Driver	Make of Car	Class Position F G H
1	53		Pollack, Bill	Alfa Romero Giulil.	1
2	71	:12	Pearson, Ron	Volvo	2
3	210	:12.5	Patchen, Marvin	Simca Aronde	3
4	150	:46	Barlow, Roger	DKW	4
5	79	:125	Kauer, James	VW	5
6	244	:129	Prüym, Leonard	VW	6
7	44	:130	James, John	VW	7

10 starters (8F, 1G, 1H). 46, Schweiss, Robert, VW, flipped on turn one, car badly bent but no injury; 65, Watson; Dave, Renault, rod through the block; 254, Broun, Charles, VW, fuel pump trouble.

Race No. 2—Strictly stock under 1500cc. Time 14:08. Laps 7. Avg. 68.4. Miles 16.1					
Pos.	Car No.	Behind	Driver	Make of Car	Class Position Under 1300 F G H
1	81		Hills, Jay	Porsche Carrera	1
2	39	:07	Hudson, Ron	Porsche	2
3	24	:15	Barker, Ed	Porsche S. Spd	3
4	77	:17	Forbes-Robinson, E.	MG A	4
5	104	:18	Smith, Dave	Porsche Spd	5
6	28	:20	Stillwell, Morry	Porsche S. Spd	6
7	57	:47	Turner, W. R.	Porsche S. Spd	7
8	102	:54	Beaumont, Chas.	Porsche Spd	8
9	100	:65	Schulman, Robt.	MG A	9
10	116	:92	Schroeder, Chas.	MGTF 1250	10
11	93	:103	Shutes, Betty	Porsche Cpe	11
12	36	:111	Spitz, Salem	MG A	12
13	22	:116	Seegar, Paul	MGTD 1250	13
14	141	:121	Sinclair, Sanford	MGTD 1250	14
15	195	:123	Hall, Larry	MG A	15
16	85	1L:04	Whitelock, James	MGTD 1250	16
17	145	:06	Spencer, J. Lewis	MGTD 1250	17
18	98	:23	Surlock, Robt.	MGTD 1250	18
19	14	:28	Walker, Alan	MGTF 1250	19

20 starters (20F, 6 under 1300cc). 32, Baker, Aaron, MGTF, blew water hose.

Race No. 3—Mod. Prod. under 1500cc. Time 14:10. Laps 7. Avg. 68.1. Miles 16.1					
Pos.	Car No.	Behind	Driver	Make of Car	Class Position Under 1300 F G H
1	267		Forbes-Robinson, E.	MG A	1
2	24	:02	Barker, Ed	Porsche S. Spd	2
3	39	:03	Hudson, Ron	Porsche	3
4	193	:20	Whitney, Clarke	MGTC	4
5	4	:53	Pollack, Bill	Alfa Romeo Giulil.	5
6	226	:57	Snider, John	MGTF 1250	6
7	126	:58	Brauer, Don	MGTC 1250	7
8	31	:104	Yearian, Tom	MGTD 1282	8
9	114	1L:19	Bucklin, Stan	Nichols Panhd	9

11 starters (10 F—5 under 1300, 1 G). 132, Fuerhelm, Duane, MGTC, battery slid against cable on left-hand turns, shorting it out and causing small fire; 160, Brigham, Robert, MGTF, throttle linkage broke causing fuel line leak.

Race No. 4—Strictly stock over 1500cc. Time 14:48. Laps 8. Avg. 74.7. Miles 18.4					
Pos.	Car No.	Behind	Driver	Make of Car	Class Position C D E
1	12		Cleye, Rudy	Merc. 300SL	1
2	136	:04	Settember, Tony	Merc. 300SL	2
3	38	:58	Bates, Jack	Merc. 300SL	3
4	166	:61	Dickson, Bob	XK130M	4
5	69	:63	Weller, Bob	XK140MC	5
6	88	:67	Peterson, Ralph	Chev. Corvette	6
7	113	:68	Bracker, Lew	Porsche S Spd 1600	7
8	82	:77	Jackson-Moore, R	A-H	8
9	117	:90	Dixon, Wm.	Siata	9
10	225	:93	Thompson, Gerald	Merc. 300SL	10
11	16	:98	Geslin, Jean	Porsche S Spd 1600	11
12	1	:113	Kimberly, Richard	XK140MC	12
13	128	:119	Aarons, Gerald	XK120M	13
14	231	:121	Lance, John	A-H	14
15	84	1L:02	Spears, Geo.	Porsche S Spd 1600	15
16	19	:08	Bondurant, Robt.	Morgan Plus 4	16
17	7	:20	Levitt, Dan	Morgan Plus 4	17
18	110	:21	Alvazar, Chuey	Tr3	18
19	277	:25	Bare, Howard	Chev. Corvette	19
20	41	:26	Conroe, Jerry	Porsche S Spd 1600	20
21	148	:43	Robinson, John	XK120M	21
22	23	:44	Mehellic, Jo	A-H	22
23	67	:46	Campbell, Howard	XK140MC	23
24	196	:56	Smith, Colin	A-H	24

25 starters (9C, 8D, 8E). 108, Givens, Harry, Jaguar XK140MC, boiled (the car).

Race No. 5—Mod. Prod. under 1500cc. Time 14:40. Laps 8. Avg. 75.3. Miles 18.4					
Pos.	Car No.	Behind	Driver	Make of Car	Class Position C D E
1	136		Settember, Tony	Merc 300SL	1
2	106	:005	Pollack, Bill	Chev. Corvette	2
3	131	:01	Parkinson, Jim	A-H	3
4	103	:21	Critchlow, Ges	XK120M	4
5	163	:22	Freedman, Bill	XK120	5
6	59	:47	Oker, Bob	Morgan Plus 4	6
7	185	:52	Clark, Laurence	XK120M	7
8	9	:69	Friedauer, Bill	A-H	8
9	38	:97	Bates, Jack	Merc 300SL	9
10	204	:115	Hunter, Ted	Tr2	10
11	58	:116	Trukke, Hayes	Morgan Plus 4	11
12	13	1L:04	Ladas, Alan	A-H	12
13	68	:15	Grafton, Earl	A-H	13
14	222	:40	Bloemendaal, Gil	A-H	14
15	124	:44	Firestone, James	Tr2	15
16	147	:76	Cleaver, Frank	XK120	16

16 starters (5C, 7D, 4E).

Race No. 6—Women's race. Time 12:11. Laps 6. Avg. 68.0. Miles 13.8					
Pos.	Car No.	Behind	Driver	Driver of Car	Class Position B C D E F H
1	225		Davis, Mary	Merc 300SL	1
2	146	:10	Levy, Ruth	Porsche Sup	2
3	108	:21	Givens, Carol	XK140MC	3
4	28	:68	Stillwell, Elda	Porsche S Spd	4
5	19	:69	Bondurant, Jackie	Morgan Plus 4	5
6	95	:72	Sims, Virginia	Tr3	6
7	110	:73	Alcazar, Patricia	Tr3	7
8	93	:78	Shutes, Betty	Porsche Cpe	8
9	21	:94	Fischal, Joan	Allard Palm B	9
10	66	:109	Jennings, Charlotte	XK120M	10
11	52	:112	Bishop, Mary	Crosley	11

12 starters—(1B, 2C, 2D, 4E, 2F, 1H). 168, Hoppe, Hildreth, Cad Lincoln, plugs fouled.

Race No. 7—Mod. under 1500cc. Time 29:39. Laps 17. Avg. 79.0. Miles 39.1					
Pos.	Car No.	Behind	Driver	Class Position F G H	
1	50		Miles, Ken	Porsche Spy	1
2	211	:68	Ginther, Richie	Porsche Spy	2
3	152	:98	Chamberlain, Jay	Lotus Mk IX	3
4	341	1L:10	Darnold, Wm.	Porsche Spy	4
5	56	:28	Eschrich, Dr. Wm.	Lotus	5
6	159	:32	McHenry, Dr. Troy	Porsche Spy	6
7	8	:76	Miller, Norris	MG Sp	7
8	30	:89	Turner, W. R.	Porsche Spy	8
9	109	:100	Donner, Robt.	Porsche Spy	9
10	161	:102	Willis, Chas.	Lotus Mk IX	10
11	26	2L:26	Hand, Bud	MGTD Sp	11
12	75	:37	Huddleston, Rex	Lotus Mk IX	12
13	24	:120	Barker, Ed	Porsche S Spd	13
14	73	3L:29	Peron, Perry	Panhard Sp	14
15	72	:30	Miller, Don	Seifried Sp	15
16	32	:56	Enoch, C. K.	Crosley	16
17	89	:85	DeOlivera, Hank	MGTD Sp	17
18	61	4L:31	Boone, Wm.	Panhard DB	18
19	60	:111	Wilder, Jack	Nichols Panhard	19
20	179	5L:133	Path, Robt.	Offy Lotus	20
21	134	9L:118	Richards, Jerry	MG Sp	21

28 starters—(17F, 5G, 6H). 34, Bob Pattison, Randolph Spe. MG, transmission trouble; 47, Biehl, John, J.R.B. Moretti, radiator leak; 55, Freutel, Ed, Lotus MK VI, fuel pump switch went out; 74, Wagner, W., Crosley Spec, overheated; 92, Betes, Manuel, Panhard, burned piston; 118, Kunstle, J. P., Porsche Spyder, rear deck cut starter cable, shorting out electrical system.

Race No. 8—Form Libre & Form III. Time 13:33. Laps 7. Avg. 71.3. Miles 16.1					
Pos.	Car No.	Behind	Driver	Form. III F.L.	
1	3		Kessler, Bruce	Cooper Mk IX	1
2	195	:88	Trimble, Jim	Cooper Mk VI	2
3	2	1L:65	Murphy, Everett	Crosley Sp	3
4	96	:120	Trimble, Dave	Triumph Spec.	4

7 starters—29, Trimble, Dave, Triumph Spec., carburetor slides came out; 107, Trimble, Dick, Cooper MK VI, spark lead shorted out; 183, Rompell, Shay, Siakooles Spec., engine seized.

(Continued on Page 8, Cols. 1-2)

Johnson Captures Gardena Feature

Flashing into the lead when Don Cameron's engine soured out while he was leading on the 60th lap, Van Johnson captured the 100-lap spring championship URA midget auto race May 20 at Gardena Stadium before some 3150 fans. It was the first major victory of the year for the Venetian.

3-LAP TROPHY DASH — 1. John Moorhouse; 2. Don Cameron; 3. Don Horvath; time—45.50.

6-LAP HEAT RACES: No. 1—1. Clay Robbins; 2. Bob Curtin; 3. Ed Anderson. Times—1:36.53. No. 2—1. Ed Anderson; 2. Tom Winchester; 3. Jim Beville. Time—1:35.70. No. 3—1. Les Scott; 2. Bud Lee; 3. Don Studinger. Time—1:33.99. No. 4—1. Van Johnson; 2. Don Cameron; 3. Allan Heath. Time—1:32.40.

10-LAP CONSOLATION — 1. Porky Rachwitz; 2. Cliff Allen; 3. Chuck Sobern. Time—2:01.02.

25-LAP SEMIFINAL — 1. Clay Robbins; 2. Tom Winchester; 3. Les Crawford. Time—8:08.92.

100-LAP MAIN EVENT — 1. Van Johnson; 2. Willie Swift; 3. Don Horvath. Time—25:51.04.

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Lincoln established a new all-time record of 1417 customer deliveries for the first four months of 1956. The mark was nearly 65 per cent ahead of last year's performance and accounted for nearly 10 per cent of Lincoln sales nationally.

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SINGER—LATE '53 DUAL. Tops mechanically. Recently balanced, chopped flywheel, racing cam, minor goodies. Needs \$75 body work and paint. Never raced (successfully). \$400. POplar 6-2325.

PORSCHE SPYDER, 1956, latest model, big brakes, etc. 3000 miles, one race, immaculate, like new. Sell, trade on touring car. Johnny Hudson, 812 Sixth, Bremerton, Washington. ESsex 3-1191. ESsex 3-3747.

FIVE CHANGEOVER 5.50 X 15 Dunlops \$100. Write Box X MOTORACING or call CR 6-7165.

PORSCHE 1500 Super Speedster. 4500 miles. Best offer. Dentura Joe Lupo, 758 So. Monroe St., San Jose, Calif. CH 3-4201.

KURTIS-DE SOTO aluminum body, 96" wheelbase, quick change mag wheels, knock-off hubs, full race De Soto Herbert cam, 2 sets tires, like new. \$3000. OLdfield 4-5848.

'54 MERCURY MONTEREY hardtop, radio, heater, white wall tires, mercomatic, full leather interior. \$1695. Private party. Call NO 3-4820.

KURTIS (Ex Bill Stroppe) 87" wheelbase. New Super Sport tires. Aluminum body, quick change rear end, leather interior. \$2200 less engine. Write Box KS, Motoracing.

MISCELLANEOUS

A NEW YOUNG racing star of the future to watch is Farnelli Rufus Jones. This lad has everything it takes to become a great racing driver—courage, skill, quick thinking, coolness—in other words, all the proper "know-how."—Jimmie Crum and Geans Contessotto (former Mexican Road Race drivers.)

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FOUND—Binoculars at the Bakersfield Race. Owner can obtain by calling Mike Hamilton at HO 9-0181 and identifying.

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Myra's Clipboard

By Myra Jones

GLEANINGS FROM ACTION AT BAKERSFIELD RACES

A COMPILATION of notes collected from the Bakersfield Road Race pit area—

#168, John Richardson, flipped his big red Lincoln Allard in practice and almost drowned in mud from an irrigation ditch before they could get the car righted. John and his crew spent the whole week end trying to get the mud off. Hildreth Hoppe tried to drive the car in the Ladies' Race but the plugs fouled out. The Lodge Spark Plug people came to the rescue and gave John a complete set to replace the muddy ones.

#183, Shay Rompell, blew the clutch and transmission on his 500cc car on Friday. Echo and Mike Siakooles loaned their chassis to Shay, who dropped his engine in it.

The Technical Inspection Crew under the leadership of Curt Warshawsky, was alert at all times to catch any unsafe items. The crew on the pre-grid checked for slick tires and several changes had to be made at the last minute.

#46, Ecurie Escargot, with Robert Sweiso driving the Sun-top Volkswagen, flipped on turn 1. The car was badly bent and scratched but Bob was held tight by his safety belt and came out unharmed.

#39, Ron Hudson has some new dents in his Porsche. He hit some markers knocked onto the course by the car ahead of him.

#344, Clarence Raville, wiped out a rod bearing on the first lap. He felt the long straight was too long for his MG Special. . . . Frank Aldous didn't get his two-car Renault entry up. The press of business left him too little time to properly prepare the cars.

#333, Dave Smith's Moretti (formerly owned by Harry Jones) was torn down Friday night and they didn't have time to get it back together. . . . Charles Beaumont just graduated from a VW to a Porsche Speedster (#102). He took 8th his first time out. He is a screen writer of science-fiction stories. . . . Dick Nash was having trouble with the V8/60 engine in his MG. During race 9 he spent so much time in the pits with heating problems that he finished eight laps behind the leader—but he finished. On Sunday he lost a wire off the fuel pump and finally blew the clutch.

#83, Bob Smith, also had heating problems with his beautifully prepared Cad Allard. He came to

the pits shortly after the start of the race with his engine boiling. He finally retired with a knocked out rod. . . . #101, Hardluck Harry Morrow broke the gear box on his Cooper JAP during the warm-up period on Saturday. He fixed it and during the Sunday race the fuel line broke three times. He lost four laps in the pits but took third-place trophy. . . . #29, Dave Trimble, lost his carburetor during the last lap of the Sunday race.

#2, Bob Korst, had just passed Ed Freutel in the winning Lotus with his Swedish Effy when the crankshaft broke. . . . Mike Murphy, #96, completed his first race with the 500's in his Crosley but he dropped a bolt out of the crankshaft and burned out a rod during practice. . . . Bruce Kessler didn't run #3 Cooper Sunday because the exhaust pipe came loose during Saturday's race and ruined the threads. It needed shop work to rethread the exhaust port.

#170, Pearce Woods, lost four laps during Saturday's main event when he had to stop for transmission repairs. . . . #92, Manuel Betes, burned out a piston on his Panhard. He had a new supercharger and it gave too high a boost pressure. . . . Carlyle Blackwell had a broken right front headlight and bent body work on his beautiful red C Jaguar. In the parking lot at the motel Saturday night, he didn't see the protrusions at the lower end of a Cadillac bumper and he ran into it. Saturday, he hit a can which had been pushed onto the track by a preceding car.

Dr. William Eschrich, #159 Potus, has decided that the Weber carbs have better top speed and ability to pull out of corners. These are used in the Porsche Spys of John von Neumann, Ken Miles, Jack McAfee and Jean

Bakersfield Race Charts

(Continued from Page 7)

Race No. 9—Mod. over 1500cc. Time 30:57. Laps 18. Avg. 80.2. Miles 41.4.									
Pos.	Car No.	Sec. Behind	Driver	Class	Position	B C D E			
1	15		Krause, Bill	Jag D	1				
2	10	:08	Austin, Jerry	Jag D	2				
3	11	:13	Von Neumann, John	Jag D	3				
4	51	:13	Woodward, Fred	Jag Sp	4				
5	70	1L:35	Balchowsky, Max	Doretto-Buick	1				
6	121	1L:39	Parkinson, Jim	A-H	1				
7	172	:41	Hauser, Eric	Powell Buford	2				
8	54	:50	Douglas, Jack	XK120	5				
9	18	:75	Blackwell, Carlyle	Jag C	6				
10	130	:76	Evans, Harrison	Ferrari Monza	2				
11	125	:101	Louden, Wm.	Ferrari M.M.	1				
12	64	:66	Connors, Richard	Allard Cad	3				
13	222	3L:76	Bloemendaal, Gil	A-H	3				
14	170	4L:24	Woods, Pearce	Jag D	7				
15	111	8L:27	Nash, Dick	MGTF	4				

19 starters—(4B, 8C, 6D, 1E). 9 Friedauer, Bill, Austin Healey 100S, hose from oil cooler sprung leak; 20, Kessler, Bruce, Aston Martin, started race with blown head gasket; 42, Phillips, Wm., Merc. Spec.; 83, Smith, Bob, Cad Kurtis, knocked out rod.

SUNDAY, MAY 20

Race No. 10—Consolation. Time, 20:05. Avg., 68.7. Laps, 10. Miles, 23.									
Pos.	Car No.	Behind	Driver	Make of Car	B	C	D	E	F G H
1	55		Freutel, Ed	Lotus Mk VI	1				
2	134	:12	Richards, Jerry	MG Sp		1			
3	231	:13	Lance, John	A-H			1		
4	19	:14	Bondurant, Robt.	Morgan 4				1	
5	84	:25	Spears, G.	Porsche S.Spd.					2
6	23	:55	Mehelic, Jo	A-H					2
7	110	:56	Alcazar, Chuy	Tr3					3
8	41	:65	Conroe, Jerry	Porsche S.Spd					4
9	132	:79	Fuerhelm, Duane	MGTC					2
10	196	:86	Smith, Colin	A-H					3
11	108	:105	Givens, Harry	XK140MC	1				
12	60	1L:78	Wilder, Jack	Nichols Panhd					3
13	14	2L:15	Walker, Alan	MGTF					4
14	160	:118	Brigham, Robt.	MGTF					4
15	34	4L:32	Pattison, Bob	Randolph SP					5

21 Starters—(1B, 2C, 4D, 53, 6F, 1G, 2H). 20, Kessler, Bruce, Aston Martin, slipping clutch; 47, Biehl, J. R.B. Moretti overheating; 67 Campbell, Howard, Jaguar XK140MC, blew freeze plug; 78, Evans, Vincent, Arnolt Britol, rod through side; 118, Kunstle, J. P., Porsche Spyder, bent intake valve; 168, Richardson, John, Allard Lincoln, spun out.

Pos.	Car No.	Behind	Driver	Make of Car	B	C	D	E	F G H
1	107	:09	Trimble, Dick	Cooper Mk VI					Form. III
2	105	1L:07	Trimble, Jim	Cooper Mk VI					2
3	101	4L:56	Morrow, Harry	JBS JAP					3

5 starters. 2, Korst, Bob, Swedish Effy, broken crankshaft; 29, Trimble, Dave, Triumph Spec., carburetor fell off.

Race No. 11—Stock and Modified Production under 1500cc. Time 19:35. Laps 10. Avg. 70.4. Miles 23.									
Pos.	Car No.	Behind	Driver	Class	Position	B C D E			

Pos.	Car No.	Behind	Driver	Class	Position	B C D E			
1	4		Pollack, Bill	Alfa Romeo Giul.	1				
2	39	:01	Hudson, Ron	Porsche	2				
3	267	:22	Forbes, Robinson E.	MG A	3				
4	57	:28	Turner, W.	Porsche S. Spd.	4				
5	24	:45	Barker, E.	Porsche S. Spd.	5				
6	193	:46	Whitney, Clarke	MGTC	6				
7	81	:68	Hills, Jay	Porsche Carr	7				
8	104	:74	Smith, Dave	Porsche Spd.	8				
9	132	:97	Fuerhelm, Duane	MGTC 1300	1				
10	141	:112	Sinclair, Sanford	MGTD 1255	2				
11	226	1L:03	Snider, John	MGTF 1250	3				
12	126	:04	Brauer, Don	MGTC 1250	4				
13	146	:08	Spencer, J. L.	MGTC 1250	5				
14	36	:14	Spitz, Salem	MG A	9				
15	100	:29	Schulman, Robt.	MG A	10				
16	116	:29	Schroeder, Chas.	MGTF 1250	11				
17	195	:47	Hall, Larry	MG A	12				
18	93	:59	Shutes, Betty	Porsche	13				
19	31	:65	Yearian, Tom	MGTD 1282	7				
20	114	:117	Bucklein, Stan	Nichols Panhd	1				
21	22	2L:103	Seegan, Paul	MGTD	13				

22 starters (21 F, 3 under 1300, 1G). 85, Whitelock, Jerome, MGTD, spark plug or bent rod.

Race No. 12—Stock and Modified Production over 1500cc. Time 18:41. Laps 10. Average 73.8. Miles 23.									
Pos.	Car No.	Behind	Driver	Class	Position	B C D E			

Pos.	Car No.	Behind	Driver	Class	Position	B C D E			
1	136		Settember, Tony	Merc 300 SL	1				
2	104	:07	Critchlow, Ces	XK120M	2				
3	131	:18	Parkinson, Jim	A-H	3				
4	224	:27	Lumkin, John	Merc 300SL	4				
5	166	:29	Dickson, Bob	XK120M	5				
6	59	:30	Oker, Bob	Morgan Plus 4	6				
7	38	:31	Bates, Jack	Merc 300SL	7				
8	9	:43	Friedauer, Bill	A-H	8				
9	82	:45	Jackson-Moore, R	A-H	9				
10	113	:59	Bracker, Lew	Porsche S Spd	10				
11	88	:59	Peterson, Ralph	Chev. Corvette	11				
12	16	:75	Geslin, Jean	Porsche S Spd	12				
13	69	:79	Weller, Bob	XK140MC	13				
14	277	:86	Bare, Howard	Chev. Corvette	14				
15	146	:89	Levy, Ruth	Porsche Sup	15				
16	58	:90	Trukke, Hayes	Morgan plus 4	16				
17	204	:91	Hunter, Ted	Tr2	17				
18	13	:105	Ladas, Alan	A-H	18				
19	124	:112	Seage, Dick	Tr2	19				
20	117		Dixon, Wm.	Siata	20				
21	110	1L:11	Alcazar, Chuy	Tr3	21				
22	68	:34	Grafton, Earl	A-H	22				
23	1	:100	Kimberly, Richard	XK140MC	23				

27 starters—(9C, 9D, 8E), 12, Cleye, Rudy, Mercedes 300SL, rear end out; 106, Pollack, Bill, Corvette, fuel pump; 128, Aarons, Gerald, Jaguar XK120M, brakes went out; 185, Clark, Laurence, Jaguar XK120M clutch trouble.

Race No. 13—Modified under 1500cc. Time 1:30:19. Laps 51. Average 75.7. Miles 117.3									
Pos.	Car No.	Behind	Driver	Class	Position	B C D E			

Pos.	Car No.	Behind	Driver	Class	Position	B C D E			
1	50		Miles, Ken	Porsche Spy	1				
2	241	1L:00	Ginther, Richie	Porsche Spy	2				
3	241	:35	Darnold, Wm.	Porsche Spy	3				
4	159	:104	Eschrich, Dr. Wm.	Lotus Porsche	4				
5	30	2L:02	Turner, W. R.	Porsche Spy	5				
6	152	3L:51	Chamberlain, Jay	Lotus Mk IX	6				
7	55	4L:104	Freutel, Ed	Lotus Mk VI	7				
8	81	5L:112	Hills, Jay	Porsche Carr	8				
9	104	6L:23	Smith, Dave	Porsche Spd	9				
10	89	8L:44	Boyd, Dr. Ed	MGTD Sp	10				
11	72	:48	Miller, Don	Seifried Sp	11				
12	52	:55	Enoch, C. K.	Crosley	12				
13	267	9L:43	Forbes-Robinson, E.	MG A	13				
14	100	:57	Schulman, Robt.	MG A	14				
15	109	:92	Donner, Robt.	Porsche Spy	15				
16	116	:129	Schroeder, Chas.	MGTF	16				
17	36	13L:68	Spitz, Salem	MG A	17				
18	60	18L:93	Wilder, Jack	Nichols Panhd	18				
19	26	23L:34	Kerns, Dr. Alan	MGTD Sp	19				

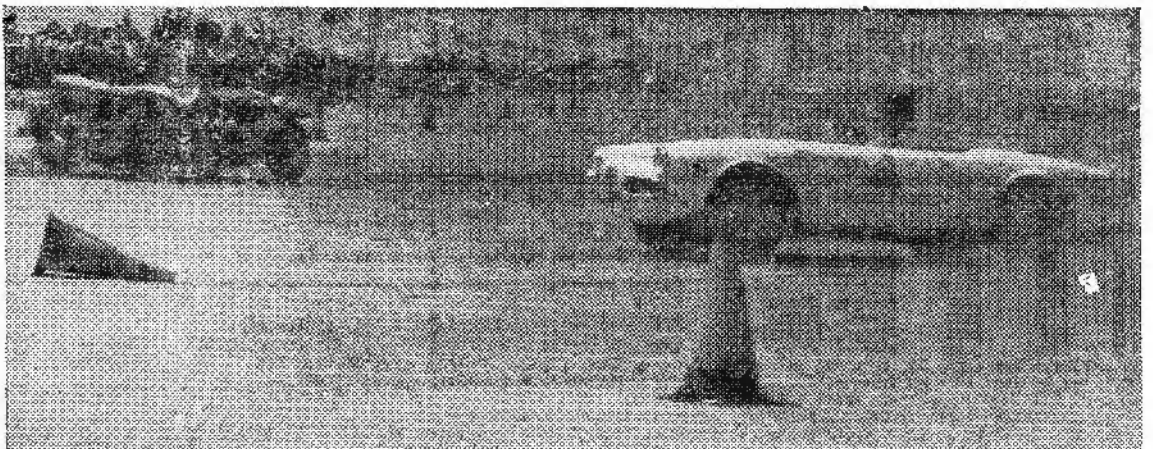
31 starters (22F, 5G, 4H). 8, Miller, Dusty, MG Spec., plug trouble; 56, McHenry, Troy, Porsche Spyder, fuel line came loose; 61, Boone, Wm., Panhard, lost oil; 73, Peron, Perry, Panhard, clutch and transmission trouble; 75, Huddleston, Rex, Lotus MK IX, throwing oil; 92, Bates, Manuel, Panhard, 126, Brouer, Don, MGTC, broken wheel, flat tire; 132, Fuerhelm, Duane, MGTC, ran short on water, engine getting tight; 134, Richards, Jerry, MG Spec., lost wheel; 161, Willis, C., Lotus Climax, blew piston; 193, Whitney, Clark, MGTC, overheated, low oil pressure, 5 broken spokes; 226, Snider, John, MGTC, decided to watch the race.

Race No. 14—Professional drivers, Thunderbirds vs. Corvettes—Cancelled.									
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Race No. 15—Modified over 1500cc. Time 1:28:15. Laps 51. Average 79.8. Miles 117.3.									
Pos.	Car No.	Behind	Driver	Class	Position	B C D E			

Pos.	Car No.	Behind	Driver	Class	Position	B C D E			
1	170		Woods, Pearce	Jag D	1				
2	11	:38	Von Neumann, John	Ferrari	2				
3	51	:57	Woodward, Fred	Jag Sp	3				
4	50	:58	Miles, Ken	Porsche Spy	4				
5	211	1L:01	Ginther, Richie	Porsche Spy	5				
6	54	:87	Douglas, Jack	Jag D	6				
7	18	4L:24	Blackwell, Carlyle	Jag C	7				
8	125	:31	Louden, Wm.	Ferrari Milli M	8				
9	59	:50	Oker, Bob	Morgan Plus 4	9				
10	131	:106	Parkinson, Jim	A-H	10				
11	172	5L:14	Powell, Francis	Powell Buford	11				
12	70	:50	Balchowsky, Max	Doretto Buick	12				
13	225	:110	Thompson, Gerald	Merc 300SL	13				
14	49	6L:59	Friedauer, Bill	A-H	14				
15	41	8L:04	Conroe, Jerry	Porsche S. Spd	15				
16	23	11L:77	Mehelic, Jo	A-H	16				
17	64	19L:38	Connors, Richard	Allard Sad	17				

24 starters (3B, 7C, 8D, 4E, 2F). 10, Austin, Jerry, D Jaguar, gear box or rear end trouble; 15, Krause, Bill, Jaguar, gear box or rear end trouble; 19, Bondurant, Robert, Morgan Plus 4, head gasket blown; 20, Kessler, Bruce, Aston Martin, seal on hydraulic units on clutch went out; 111, Nash, Dick, MG V860, blew clutch; 222, Bloemendaal, Gilbert, Austin-Healey, oil temperature up; 231, Lance, John, Austin-Healey, piston or engine trouble.



STRAIGHTEN OUT, BILL—Torrid action at Minter Field Bakersfield, May 19, sees Bill Pollack go into a spin with his Alfa Romeo Giulietta as Duane Fuerhelm, MGTC, rounds the

turn. Pollack finished fifth here after winning Saturday opener in same car. Fuerhelm did not finish because of mechanical trouble.

DRAG RACING RESULTS

SAN GABRIEL—MAY 20

Stocks—A. Tom Ritchie, '56 Chev., 87.37; B. Bill Graham, '55 Olds, 79.92; C. Mary Stewart, '53 Olds, 77.53; D. Jim Clem, '50 Cad., 73.77.

Gas Classes (coupes/sedans)—B. Bill Hubner, Ford, 89.00; C. Geraghty McConnell, Ford, 89.00; D. Hy Joseph, Chev., 89.10.

Street Roadster—A. Yandell & Sons, Cad., 112.92.

Roadsters—A. Tamblin & Solomon, Merc., 102.00; B. Safford & Shores, Chev., 103.86.

Altered Coupes/Sedans—A. Navarrette & Morgan, Cad., 113.83; B. Chevrolet, Merc., 105.38; C. Joe Taylor, Olds., 99.44.

Open Gas—A. Road Rebels, Merc., 100; B. Road Rebels, Merc., 91.64.

Fuel Classes (Hot roadsters)—B. 100; C. Road Rebels, Merc., 91.64.

Fuel Coupes/Sedans—A. Sparks & Bonney Automotive, Merc.-Blown n., 121.87; B. Tom & Jack, Merc., 106.13.

Competition Coupes/Sedans—B. Automotive Specialties, Merc., 116.42.

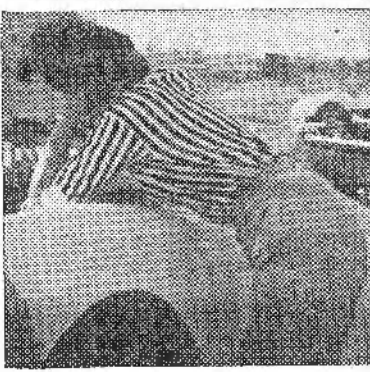
Four Barrel—X. Allen Way, Ford, 66.32.

Sports Cars—A. Michel Anderson, Ford T-Bird, 91; C. Jay Kreinik, Porsche Spdstr., 76.15.

Cycles Gas—A. Gary Richards, Tri., 75; B. Russ Fratt, Tri., 100.33; C. Bob Riker, Tri., 88.69; D. Robert Windscheffel, Harl., 85.

Cycles Fuel—B. Richards & Johnson, 30/50 Tri., 113.50.

A Day at the Road Races With 'Miss California'



Canon Camera Photos by Pat Fitzgerald

CUTE, WHAT?—They had everything for the May 19-20, Santa Rosa road races, co-sponsored for charity by the Highwaymen Sports Car Club and the Santa Rosa Junior Chamber of Commerce and sanctioned by the SF Region of the SCCA. They were held in conjunction with the annual Luther Burbank Rose Festival.

In addition to Winnie McCune, Rose Festival Queen, they also had on hand pretty, 21-year-old Barbara Britton, of Santa Cruz, "Miss California for 1956." These candid shots were taken with the famous Japanese 35mm Canon Camera. Top row (left): H. K. Wong, Bill Cleghorn, Don Meacham, Barbara, Doug Jones,

Buck Bertillion, all SCCA officials; (center): Cal Watson says hello; (right) Pete Abenheim has a good look. Lower row (left): Driver Jim Woods shows her his Jaguar engine; (center): Barbara gets "interested" in the powerplant; (right): Buck Bertillion tells her duties of a chief turn marshal.



Marvin Reichler

SURPRISING SENSATION of CSCC Bakersfield road races on May 19 was young Bill Krause, ex-GI from Compton. Here he heads his D-Jaguar into turn 8 at Minter Field course ahead of the Saturday field. He won 30-minute 18-lapper, averaging 80.2 mph.

Tatum President of North Region of RRR

George Beavis, president of Road Racing, Inc., professional sports car racing group, announces formation of an RRR Northern Region. Chuck Tatum was named president, Ralph Williams secretary-treasurer, and Lemoin Frey and Jack Duncan as directors. All reside in Lodi except Duncan, whose home is Stockton.

Those desiring affiliation may contact Williams at 601 N. Sunset Dr.; phone Lodi 9-3290.

Bakersfield Concours

Official results for Bakersfield Concours d'Elegance, May 19, sponsored by Kern County Sports Car Club — Bakersfield Inn.

Compilation by MYRA JONES
Class A (Open European cars under \$2500)—1. MGTC, Paul Vuscoivich, Los Angeles; 2. MGTD, Bob Natske, Porterville; 3. MG Special No. 26, Dr. Allan Kerns, Los Angeles.

Class B (Open European cars \$2500-\$4500)—1. Doretti, Bob Vandergiff, Los Angeles; 2. Jaguar XK120, Kay DeVillero, Bakersfield; 3. Austin Healey, Roy Jackson-Moore, Los Angeles.

Class D (Closed European cars over \$4500)—1. Volkswagen, Bud Poston, Bakersfield; 2. MGTC hardtop, Jack Carr, Pasadena; 3. Volkswagen, Dick Grandel, Bakersfield.

Class F (Closed European cars \$2500-\$4500)—1. Lancia, Marion Weber, South San Gabriel; 2. Aston Martin, Dorothy Olson, North Hollywood; 3.

Hudson Italia, David Brown.

Class I (Any type of car with more than 50,000 miles on the odometer)—1. MGTC, Frank Mason, Long Beach; 2. MGTC, Art Sullenger, Bakersfield.

Special Good Sportsmanship award—Frank Hubbard. He loaned a wheel from his Concours-prepared car to Ed Tomerlin so that Ed could enter the races. This meant Frank had one red wheel. In the meantime Ed had an accident and spent the week-end in the hospital.

Trophies presented by Dr. Beverly Stewart, president of the KCSCC, with the assistance of Miss Wynn's Friction Proofing, Ann Fleming.

Judges—Reggie Collins, Los Angeles; Bob Hackett, Bakersfield; Joe Henning, car designer; Ed Ness, Los Angeles; Dave Smith, Bakersfield; Bill Walters.

Chairman, Beverly Ritch; MC., O. C. Ritch, Station KGE.

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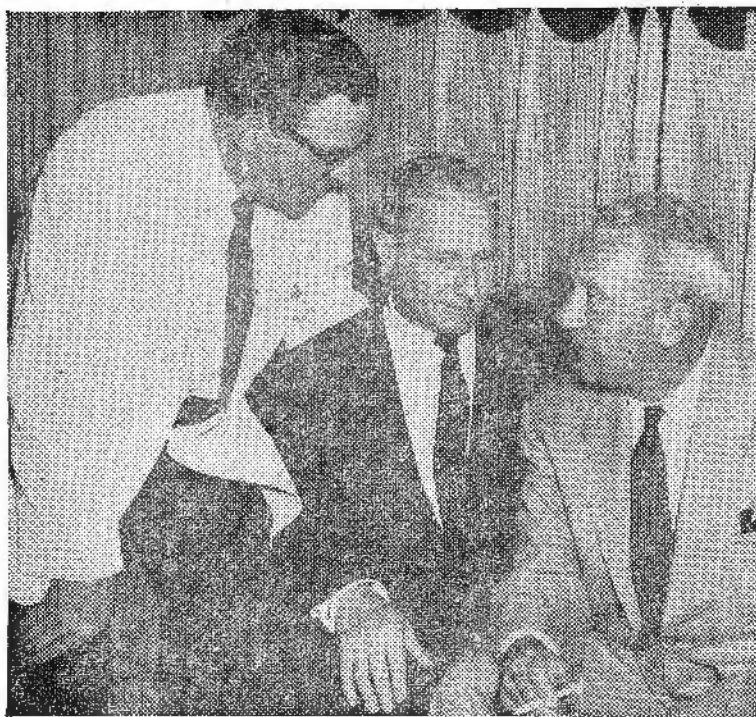
"The Mercedes-Benz is one of the finest cars in the world for sports car racing or motoring. As such, it deserves the highest quality motor oil. I've found Pennzoil provides the best protection against wear and keeps rings, pistons and valves clean and efficient. Today's automotive fuels and congestion on the highway create problems for automotive engineers. Pennzoil does a great deal to solve these problems. Performance is much more a question of motor oil than most of us realize."



Talk it over at the BLARNEY CASTLE

Rudy Cleye operates one of Los Angeles' finest restaurants, the Blarney Castle, located at 623 South Western Ave. He races only for "kicks" but gets a real thrill when he wins, which is often. Rudy honestly believes there is a difference in motor oils. He would be glad to explain his viewpoint on this subject at any time. Just drop in at the Blarney Castle.





PAUL ZIMMERMAN (center), sports editor of the Los Angeles Times, chats at testimonial dinner held in his honor at Hollywood's Moulin Rouge. At left is L.A.'s Mayor, Norris Poulson. Right is UCLA football coach Red Sanders. This was just before the roof caved in on the Bruins.

Santa Rosa Race Charts

Santa Rosa Rose Festival Charity Road Races, May 20. Co-sponsored for charity by the Highwaymen Sports Car Club and the Santa Rosa Junior Chamber of Commerce. Sanctioned by San Francisco Region of the Sports Car Club of America.

Race No. 1&2—(Combined). Production Sedans 750cc to 1300cc—Novice & Senior. Production MG to 1500cc—Novice & Senior. 8 Laps. 25 Miles. Avg. speed: 67.9. Total elapsed time: 21:54.8. Fastest time through traps: 74.5 mph. (Jim Hughes).

Pos.	Car No.	Driver	Home town	Car	F	Class	Pos.
						G	(race)
1	66	Jim Hughes	San Francisco	MG-A	1		3
2	127	John Stevenson	Los Altos	MG-TF	2		2
3	150	Gordon Rundblad	Napa	MG-TD		1	2
		Roger Mace	San Leandro	Borgward	3		1
	132	W. R. Carillon	San Francisco	MG-TD		2	2
	81	Pinney Johnson	Santa Rosa	MG-TF		3	2
	19	Wes Gustafson	Modesto	Simca		1	1
	147	Bryce Whitmore	El Sobrante	Panhard		2	1
	90	Jim Wiltshire	San Jose	Anglia		3	1

Race No. 3—Modified Under 1500cc. Novice. 8 Laps. 25 Miles. Avg. speed: 73.09. Total elapsed time: 21:00. Fastest time: 82.3 mph. (Norm McNamara).

Pos.	Car No.	Driver	Home town	Car	Class	Pos.
					F	G H
1	92	Norm McNamara	San Francisco	Porsche	1	
2	7	Leo Bourke	Reno Racing Team	Cooper Climax		1
3		Randall D. Cowherd	San Jose	Porsche	2	
	135	Ernest Spitzer	San Francisco	Porsche	3	
	59	Fred Biven	Oakland	MG-TD		2
	103	Lou Brero Jr.	Arcata	MG-TD		3
	47	Calvin Paige	Kentfield	Devin Panhard		1
	147	Bryce Whitmore	El Sobrante	Panhard		2
	56	W. J. Graves	Oakland	MG Special		3

Race No. 4—Modified over 1500cc. Novice. 8 Laps. 25 Miles. Avg. speed: 73.09. Total elapsed time: 20:07.3. Fastest time: 94.4 mph. (Robert Nix).

Pos.	Car No.	Driver	Home town	Car	Class	Pos.
					C	D E
1	83	Robert Nix	Hayward	Jaguar	1	
2	45	A. K. Nielsen	San Francisco	Jaguar	2	
3		John Armanino	Linden	Austin-Healey		1
	142	Jack Loughridge	Oakland	Corvette	3	
	144	George Snively	Sacramento	Austin Healey		2
	128	Robert Parsons	Oakland	Austin Healey		3
	136	Emil Pardee	Palo Alto	Porsche 1600		1
	31	Dick Chillingarian	Mt. View	Triumph TR2		2

Race No. 5—Production Cars 1400cc-3000cc. Novice — Senior. 8 Laps. 25 miles. Avg. speed: 75.8. Total elapsed time: 19:32.6. Fastest time: 97.8 mph. (Bill Sturgis).

Pos.	Car No.	Driver	Home town	Car	Class	Pos.
					D	E F
1	27	Bill Sturgis	Gardnerville, Nev.	300-SL	1	
2	117	Chick Leeson	Lafayette	300-SL	2	
3	144	George Snively	Sacramento	Austin-Healey	3	
	48	G. Scott Baxter	Los Gatos	Arnolt Bristol		1
	57	Jerry Curry	Sacramento	Porsche 1600		2
	136	Emil Pardee	Palo Alto	Porsche 1600		3
	20	Donald Dickey	San Francisco	Porsche Carrera		1
	92	Norm McNamara	San Francisco	Porsche		2
	105	Norm Soutar	Oakland	Porsche		3

Race No. 6—Modified under 1500cc. Senior. 25 Laps. 78 Miles. Avg. speed: 79.8. Total elapsed time: 58:12.6. Fastest time: 91.9. (Sammy Weiss).

Pos.	Car No.	Driver	Home town	Car	Class	Pos.
					F	G H
1	55	Sammy Weiss	Sacramento	Porsche 550	1	
2	169	John Porter	Newport Beach	Porsche 550	2	
3	12	Eldon Beagle	Sacramento	Porsche 550	3	
	6	John Fox	Kentfield	Cooper Climax		1
	7	Harry Banta	Reno Racing Tea	Cooper Climax		
	100	George Buchanan	San Marino	Lotus		3
	47	James Orr	Kentfield	Devin Panhard		1
	35	John P. Young	Lemore	Young Special		2
	18	Vaie Wright	Berkeley	Ranault		3

Race No. 7—Production 3000cc up. Senior. 25 laps. 78 Miles. Avg. speed: 83.8. Total elapsed time: 56:13.3. Fastest time: 108.7 mph. (Barneson).

Pos.	Car No.	Driver	Home town	Car	Class	Pos.
					B	C D E F
1	44	John Barneson	Hayward	Hagemann Sp. 1	1	
2	108	Lou Brero	Arcata	Kurtis-Cadillac 2		
3	55	Sam Weiss	Sacramento	Porsche 550		1
	121	Fritz Warren	Sausalito	Warren Sp. 3		
	99	R. G. Gillespie	San Francisco	Maserati		1
	87	Gordon Vann	Berkeley	Vann Special		2
	4	Jack Graham	San Jose	Aston Martin DB3S		1
	64	Fred Knoop	Atherton	Austin Healey 100S		2
	131	George Swift	San Anselmo	Austin Healey 100S		3
	39	Jim Lowe	Santa Cruz	Frazer Nash		1
	111	Bob Cole	Mill Valley	Triumph TR 2		2
	34	Cloyd Gray	Palo Alto	Jaguar (Production C)		1
	105	Ray Seher	Reno	Jaguar		2
	70	Fred Block	Oakland	Jaguar		3

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Rally Aids Frinchaboy

A benefit rally, with all proceeds going to Warren Frinchaboy, will be staged by San Gabriel Valley Chapter of FCCA, June 16, starting from the Rose Bowl at 7 p.m. Entry fee is \$3. Contact Rallymaster Jack Perry, DO. 7-8048, or Warren Danielson, AT. 2-5358.

Warren was seriously injured at Pebble Beach, suffering two broken legs. Now at home, he must make weekly visits to the hospital until the broken bones have healed and then a series of operations will ensue.

This is a worthy cause—please help.

Pro Races At Kingdon

(Continued from Page 1)

Martin DB3S. Jack Graham drove one of these to a D class win at Santa Rosa recently. Marion Playan tools a speedy Porsche Synder, while stock Porsches are listed by Johnny Peters and Chuck Taylor. Jack Duncan wheels the MG Special formerly known as Ken Miles' "Flying Shingle."

Always dangerous is George Beavis with his Offy Special, fresh from a division win at Gardena Stadium. Other short-track winners entered include Jack Redona, Volkswagen Special; Dick Trunkley, Triumph TR2; Jack Bowering, MG1500, and the Ford Industrial Special owned by Mike Anderson.

1 P.M. START

Darwin Maxson sends forth two potent autos—a Mercedes 300SL and a Maserati GP. Also trying for Grand Prix laurels will be Frank Chisholm with a Chrysler 6 sprint car.

Races start 1 p.m. Events—1. Under 1300cc and under 1500cc productions, 30 minutes; 2. Over 1500cc and over 2700cc productions, 30 min.; 3. Motorcycle exhibition, 10 min.; 4. Under 1500cc modifieds, 45 min.; 5. Over 1500cc modifieds, 1-hour main event; 6. Grand Prix Classic, open to all cars, 30 min.



DESERVING MUCH more credit than he's been getting is Tony Settember, Mercedes-Benz 300SL driver. All he did at Bakersfield was score two overall wins, beating Bill Pollack in a Corvette, and Ces Critchlow, Jaguar, in another. In still a third whirl he placed second behind Rudy Cleve, also 300SL.



BIG SATURDAY victor in CSCC Bakersfield road races was this 23-year-old former midget driver, Bill Krause, in his first sports car race. He won the over-1500cc race for modifieds in a D-Jaguar. That's his dad, Arnold, in the middle, while shaking hands with Bill is Harry Reid, midget race car owner.

★
SATURDAY
&
SUNDAY
JUNE 23-24
★

8 RACES
SATURDAY

★
7 RACES
SUNDAY

LOS ANGELES COUNTY FAIRGROUNDS
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FIRST RUNNING

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FOX HILLS COUNTRY CLUB

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fo(u)r
FUN

By John Foster

National President, FCCA

MENTION A GIMMICK RALLY to some enthusiasts and they either blow their tops or adopt an air of injured intellect. Others love them as a change to the continual straight navigational or slide rule type rally. My guess is that we would all become stale in no time at all if we always traveled along the hard and fast rally rules laid down by the SCCA. They are intended for championship or council-sanctioned OPEN DATE rallies only (thank goodness). For our regular monthly events we may use our imaginations, ingenuity and ability to cook up something interesting, humorous and different. We are always wide open for suggestions.

I remember rallies in Europe where every checkpoint was a real out-of-the-way pub, and a round of darts had to be played while quaffing large lashings of hard cider and carving great hunks off a cheddar cheese. Others, where the complete rally instructions were in rhyme, or taken entirely from Shakespeare, were fun, taxed a few of the "other than rally" grey cells and were invariably a riot.

INTERESTING RALLY

Reason I brought this up, is

a couple of penning "out of the ordinary" type events I want to highly recommend.

On Saturday, June 16, the San Gabriel Chapter, stages the HODGE PODGE RALLY. No two legs (of the rally!) will be alike, photos, shortest routes, compass directions, navigation and interesting tie breakers will be the order of the day, guaranteeing real motoring fun. It's an evening rally starting from the Rose Bowl at 7 p.m., sharp. Bring the gang. Post entries are allowed and if you need further incentive, the entire proceeds go to WARREN FRINCHABOY, our dauntless Triumph TR 3 driver who was seriously injured at Pebble Beach.

Phone Jack Perry, rallymaster, at DO. 7-8048 or Warren Danielson, his assistant, at AT. 2-5358, for particulars and entry blank — even if you're booked solid that evening.

NO LAWN CUTTING?

The very next day (no lawn cutting this weekend!) Sunday, June 17, Santa Monica FCCA, in conjunction with Austin-Healey Owners' Club, is putting on a short one called RALLY IN RHYME, ending at the Hollywood Riviera Beach Club. Rallyists will have exclusive use of the club and facilities for the afternoon. A buffet luncheon will be served. Swimming, tennis, etc. This is a good chance for the two clubs to get together and we hope some real friendships may develop. The cost, \$4.50, which includes rally fee and luncheon for two, plus dash plaques and lots of trophies. Entries close June 14; post entries accepted for rally only. For more information, call Betty Warren at FR. 2-7526 or Betty Lynch at EX. 8-3933.

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Myra's Clipboard

(Continued from Page 7)

and they had to replace it with a new sheet of plexiglass. They think it was due to the twisting motion of the body through the corners... #12, Rudy Oleye, is still having smoking problems. The "Book" recommends 16 quarts of oil and this is what they have been using, but it overflows into the breather, causing the smoking. Sunday, he decided to use only eight quarts, reducing the smoking tendency. Maybe next time he will try even less. He and Tony Settember were having a mighty good race while it lasted.

#26, the new orange car recently built by Bud Hand and Dr. Alan Kerns won third in class at the concours. The engine is the one used by Ken Miles on his Bonneville runs; the chassis was designed by Bud... Harrison Evans finished race 9 with his Ferrari locked in fifth gear... Car #77, MGA, looked mighty sad in the pits. People kept borrowing wheels from it, since Robbie Robinson didn't plan to run it Sunday. First, Robbie loaned the two rear tires to Roy Jackson-Moore so #82 would have enough rubber for the 1½ hour race. He loaned a wheel to #100, Robert Schulman. Robbie had a flat tire on turn 3 with #267. His crew heard the announcement, put a wheel in a handy Healey, drove out to the MGA, changed the wheel and returned to the pits in four minutes. Later, Robbie was black flagged. He had nine broken spokes in the left front wheel. Again they changed a wheel. That accounts for five wheels, according to my calculations.

It was quite an inspiration to see Wilson Springer of the Herald-Express Art Department walking around the pits with a pot of paint to touch up the numbers on the cars... #55,

Ed Freer's crew drew a large loving cup on his pit signal blackboard after he won race 10.

The pit crew from Ed Savin's Morgan walked back from the starting grid carrying the fan from #59. They had removed it for the short race but Bob Oker reported the motor was beginning to get too hot at the end. They put it back for the main event. The Morgan ran 2 hours and 10 minutes on a tank of gas when it was stock, but now that they have modified the engine it ran dry in 1½ hours.

The wheel lost by the MG Special #134, Jerry Richards, was caused by metal fatigue in the hub... Jay Chamberlain, #152 Lotus Mk IX, was doing very well in race 13 when the jet on his SU carburetor vibrated loose and fell out. He was on turn 1 during the 49th lap. He fixed it and was able to cross the finish line to take first in class and sixth overall.

#109, Robert Donner (Marine Corp.) from Colorado Springs, Colo., had a flat tire on turn 5. He was rescued by his pit crew. They toted a lug wrench and

jack across the infield and he finished the race... Wells Forde, #37, sucked a valve during the pace lap of practice... #60, Jack Wilder, had trouble starting the engine of his Nichols Panhard on the grid. He finally started, only to have a flat tire later on turn 1. He placed third in class H.

Dr. William Eschrich, #159, ran through a whole set of rubber on new tires on the front end of the Potus during the 1½ hour race... #64 spent about 19 laps in the pits. He had a broken fan belt, the generator was running hot and other problems but he finished third in class B.

The winning D Jaguar, #170, driven by Pearce Woods, used Michelin tires inflated with Nitrogen. He started with 23 lbs. pressure and after 1½ hours he had built up to only 27 lbs. The asphalt was probably over 125 degrees.

There were 279 starters in the two days of racing. Official entries totalled 168. There were 55 retirements.

Ruth Street, #229, lost a bearing on her Austin Healey during the first pace lap... Jack Douglas saved his brakes and thought he had a lap on Ken Miles and Richie Ginther, but they were in the same lap and he lost a couple of places when he let them pass... Doug Bailey and Margaret Wackerly have a well organized scoring team which produces neat, accurate and informative results. These are available at the scoring truck shortly after each race. Those of us who are trying to let you know what happened, appreciate the concise and complete results which are produced by the Long Beach MG Club scoring team under Bailey's leadership.

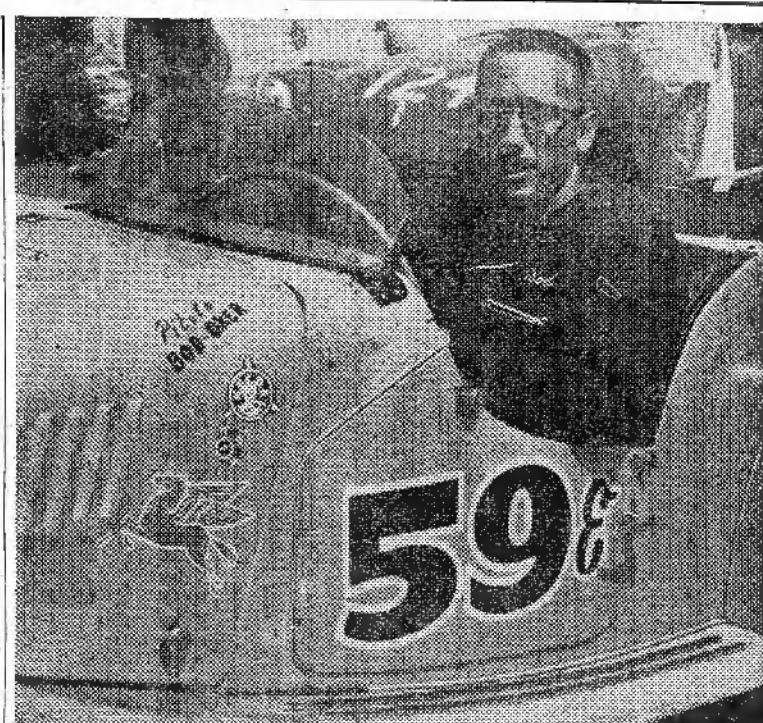
I was able to see the back at his usual post — the start-finish line... Cy Yedor did a fine job of starting the races—except #9.

The Women's Sports Car Club also had an active part in this race. Most of you would be amazed at the many, many hours of pre-race clerical work required. Daviene Warshawsky is the chairman of the Technical Credentials Committee and she makes a sincere effort to put each car in its proper class, give the driver the car number he prefers and place the car in the pits according to the preferences stated. She is responsible for making accurate numerical and alphabetical lists which are used by the officials for communications, announcing and scoring. She must also keep an accurate accounting of all pit passes and have a legal signature for each one issued.

NOW, WHO WANTS TO VOLUNTEER TO DIG UP DATA ON NON-FINISHERS AND PIT INFO AT THE SCCA SANTA MARIA ROAD RACES, JUNE 16-17?

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Lester Nehamkin

TWO CLASS wins were posted at Bakersfield by Pilot Bob Oker in Ed Savin's sensational Morgan Plus Four, which has been giving plenty of exhaust in class E. Bob was first in class and sixth overall in Saturday whirl for modified production cars over-1500cc, and ditto Sunday for stock and modified productions over-1500cc. In main event he was ninth overall and listed second as modified production in class E behind a Ferrari.

you have seen this production model
MORGAN victorious in competition

As Usual, a Class Winner at Bakersfield (Bob Oker, Driver!)



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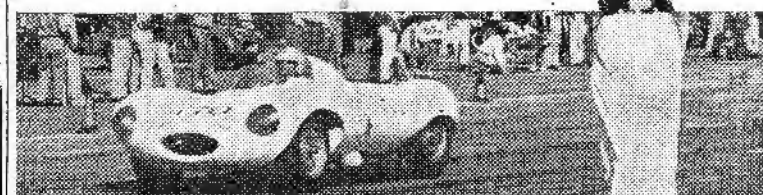
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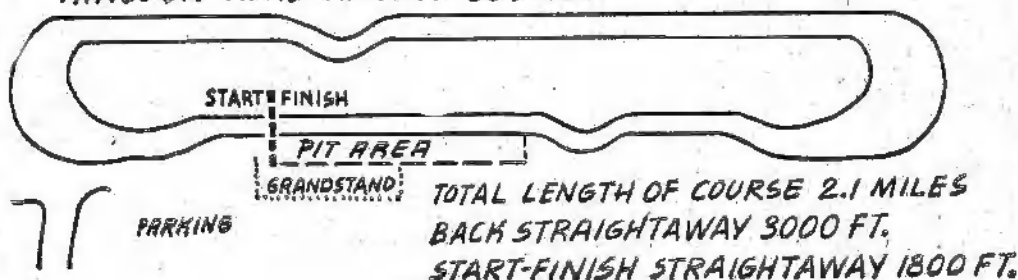
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